VOLUME IV NUMBER 39 "The Motorcycle Enthusiasts' Weekly Newspaper" October 12, 1967

CYCLE NEWS

25¢

First winning Photo in Cycle News' monthly "Action Photo Contest" is this shot of Mel Hannah, Triumph-mounted, leaping along in the Dominguez Hills. Photographer Richard Busch captured the action and the $10.00 prize money.

See page 17 for more details on contest.

GRAND NATIONAL CHAMPIONSHIP OUTCOME ISSUE

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

RACING- IT MAKES THE WORLD BETTER

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

Oct. 7 Ascot T.T.

Nov. 4 Ascot T.T.
10 Ascot ½ Mile (final)

AMA NATIONAL CHAMPIONSHIPS

Oct. 1 — 135-Mile Enduro, Camden, New Jersey.

Oct. 8 — 100-Mile Enduro, Busti, New York.

Oct. 15 — 200-Mile Enduro, Old Mines, Missouri.

Oct. 15 — Sportsman Road Race, Miami, Florida

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

Oct. 8 T.T. Mt. Meridan, Indiana

EVERY WEDNESDAY NIGHT

ACA SHORT TRACK RACING, Orange County Speedway, 100cc, 250cc and Open. Class A rules for Open Class. First event begins 8:00 p.m. Qualifying 7:00 p.m., pit gates open 6:30 p.m. To reach Orange County Speedway, take Santa Ana Fwy. to Laguna Canyon off-ramp, make left turn at first street, Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

A.C.A. SANCTIONED T.T. & SHORT TRACK RACES at new Trojan Speedway, located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. Jr. & Sr. classes. Professional, 40% guarantee. Pits open at 5 p.m., races at 7:30 p.m. Two classes — 100cc & 250cc. Any license okay, ACA, AMA, AFM, etc.

EVERY FRIDAY NIGHT

AMA CLASS C HALF-MILE at Ascot Park, 183rd and Vermont, just off the Harbor and San Diego Freeways in Gardena. Novice, Amateur, Expert professional dirt track riders. Practice at 7 p.m., first race at 8:15.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice. Call (213) 421-3629.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING at Perris Park. Off Hwy. 74 near Perris, Calif. Gates open 6 p.m., entries close, practice starts 7:30, races 8 p.m. $1.25 admission, $2 to ride. 150 entries maximum. 4 hour show.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SCRAMBLES at HAYWARD SPEEDWAY sponsored by Hayward Motorcycle Club A.M.A. sanctioned. No phone entries will be accepted, class "C" tires only, no knobbies. All AMA classes, except women's events, all number plates must be legal size, signup: 4:00 until 6:00 p.m. Practice: 4:30 p.m. to 6:30 p.m. 1st race at 7:30 p.m. for further information call: Mel Selby (415) 783-9922.

NOTE: Mail entries for the Dirt Diggers Gran Prix to be held at Hopetown on November 12 are filled in the 250 Novice class. No more will be accepted for that division.

1st & 3rd SATURDAY

PROFESSIONAL INDOOR SHORT TRACK at Minneapolis Armory, Minneapolis, Minn., starting Sept. 16 and continuing all winter. AMA 3-Star minimum. Public admitted 7 p.m., time trials 7:30 p.m. Advance tickets $1.50, $2.00 at door. For rider information contact T.C. Pro-Cycles, P.O. Box 5100, Minneapolis, Minn. 55406.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

SATURDAY, OCTOBER 7th

TT SCRAMBLES by Gripsters M.C. at Elsinore, Calif. AMA sanct. Dist. 37 point run. Night race, practice starts at 6:30 p.m. Gate donation $1.00, entry fee $2.00. For further info call (714) 521-8120.

SUNDAY, OCTOBER 8th

SCRAMBLES by Port Stockton M.C. at Lodi Cycle Bowl, Lodi, Calif. Signup 8-11 a.m., practice 9-11 a.m., race at noon. AMA sanc. Admission $1.50 to ride or watch. Bring the family.

SCRAMBLES by Sierra Cycle Club at Lincoln, Calif. One mile east of Lincoln, corner of Hill Gold Rd. and Hungry Hollow Rd. AMA sanc., $1.50 to ride or watch. Beautiful trophies in all classes. Signup and practice 9-11 a.m., race at noon. For more info call Referee Bill Cordery (916) 885-5491.

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

SCTA ENGLISH TRIALS at Riverside. Starting time 9 a.m. Limed from Central Ave. turnoff of Riverside Fwy. Entry fee $2.00, three beginners classes, plus separate class for women. All Master and Expert riders requested to arrive early.

BENEFIT SCRAMBLES for Roger Goldthwaite at Fremont, Calif. sponsored by Palo Alto M.C., assisted by Lancers M.C. AMA sanct., Class C tires only, no knobbies permitted. Signup closes at 10:30 a.m., practice 9-11 a.m., first race at 12:30 p.m. Donation $1.50, children under 12 free. Directions: Take Durham Rd. turnoff, on Hwy. 17, next to drag strip.

16th MEMORIAL HARE & HOUND by Checkers M.C. Limed from Red Rock Canyon. Starting time 10 a.m. Shamrocks are welcome.

MONDAY, OCTOBER 9th, 1967

REFEREE'S MEETING at Capital City M.C. clubrooms, 2413 — 13th St., Sacramento, Cal. Commissioner Len Allen announces that 1968 Rule Book will be finalized at this meeting. Bring your suggestions and a delegrate with you.

SATURDAY, OCTOBER 14th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SUNDAY, OCTOBER 15th

ORANGE COUNTY NATIONAL MOTORCYCLE ROAD RACE CHAMPIONSHIP. General admission $2.00, children free. Pit gates open 9:00 a.m., Qualifying 9:30 to 12:30, first event 1:00 p.m. All classes Grand Prix and Production, plus side cars. A.C.A. sanctioned. National points race. Entries close October 7th. Additional fee for post entries. Information A.C.A., P.O. Box 247, Fullerton, Calif. Phone (714) 528-4290. Directions: off Santa Ana Fwy 5 mi. S. of Santa Ana. Signs on Fwy. Easy to find.

AUTUMN TROPHY ROAD RACES at Westwood Racing Circuit, 1.8-mile track 15 miles east of Vancouver, B.C., Canada. Contact Westwood M.C. Racing Club, P.O. Box 91, South Burnaby, B.C., Canada for further info.

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES — sponsored by Silver City Scramblers. Dist. 37 point run, AMA sanc. Start at 10 a.m. Pick up lime at Nellis Air Force Base on main Hwy. north-east of Las Vegas. Allow ½ hr. driving time. Refreshments and rest rooms. This course is not a road race course. It's a good old scrambles, 6-ft. Sweepstakes trophy. Call (702) 384-3024 for info.

EL MIRAGE TT SCRAMBLES by Hi-Jinx FMC at El Mirage Dry Lake, Calif. Heats, semis and mains in each class — 0-80cc and 81cc-125cc. One mile track, signup and riders meeting at 9:30 a.m., 10 a.m. start. Entry fee $2.50. Take Barstow Fwy. past Summit Inn to Adelanto Turnoff (395). Follow 395 to Adelanto. Take El Mirage turnoff and follow the lime to dry lake.

JC AGAJANIAN PRESENTS

T. T. RACING
AMA SANCT.
FIRST SAT. OF EVERY MONTH
PRACTICE 7p.m RACES START 8:15 p.m.

FLATTRACK RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

At Ascot Park 183rd & Vermont — Off Harbor Freeway

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Name _____

Address _____

City _____ State _____ Zip _____

READ ALL ABOUT IT! Every week Racing Results

Mail to: CYCLE NEWS 6477 N. Long Beach Blvd. Long Beach, Calif. 90805

SUNDAY, OCTOBER 15th

SPORTSMAN SCRAMBLES by the Richmond Ramblers M.C. at Richmond, Calif. AMA sanct., many fine trophies, food and drink. Signup 9 a.m., race at 12 noon. Watch $1.00. Ride $1.50.

WEDNESDAY, OCTOBER 18th

M.R.I. GENERAL MEMBERSHIP MEETING — Motorcycle Racers, Inc., the So. Calif. Riders Assn., invites all professional riders, owners and interested parties to attend its monthly general membership meeting. Items under discussion will include proposed 350cc rule, safety facilities, end-of-season party. Meeting starts promptly at 8:30 p.m. Address: 5250 W. Imperial Hwy, Los Angeles, 2 blks. west of San Diego Fwy.

SATURDAY, OCTOBER 21st

PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by Victors M.C. (held April 9) will be shown on ABC's Wide World of Sports at 5 p.m. on TV Channel 7. Be sure to watch, especially if you were one of the 801 entries.

SUNDAY, OCTOBER 22nd

15th ANNUAL TROUT FRY, Shop Hop sponsored by Dave Mason, Ed Kretz and Skip Fordyce. At Whitewater Trout Farm, Whitewater, Calif. Motorcycles only. 12 noon to 2 p.m., dinner donation $1.50. Entries close Oct. 2, post entries $2.00. Lucky Rider Trophy and 70 other awards. Contact Mason's shop in Pasadena, Kretz' shop in Monterey Park or Fordyce's shop in Riverside for more information.

SIDEHACK TT SCRAMBLES at Bay Mare, Calif., presented by the Sidehack Assn. Dist. 37 points. Small bikes at 9 a.m., big bikes at noon. Off Hwy. 118 between Somis and Moorpark, call 353-8719 for more info.

SCRAMBLES by Taft M.C., track ¼-mile west of Maricopa, Calif. Practice 9-11 a.m., signup closes at 11 a.m., first race 12 noon. Man miles trophy, AMA sanc., Dist. 36A rules. Food and refreshments on grounds. For more info contact Bill Blanco, P.O. Box 904, Taft, Calif. Phone 765-2370.

25th ANNUAL TURKEY HARE & HOUND, presented by So. Calif. M.C. AMA sanct., two 40-mile loops, trail bikes first loop only. Le Mans start; bring prop. Start 9 a.m., finisher pins, $3.25 entry. Limed 30 mi. north of Mojave at Red Rock Canyon. Following race, first 4 Heavyweight, Lightweight and Trail-bike riders to scramble after live turkeys.

SAT. & SUN., OCTOBER 28 & 29

14th ANNUAL DEATH VALLEY TOUR, advance entries only, $3.00 per person, $1.50 children under 12, close Sat., Oct. 14. Mail entries to Motorcycle Tours, Inc., 12738 S. Paramount Blvd., Downey, Calif. You will receive gold rush map kit and instructions by return mail one week before start. Bring food, sleeping bags and other camping equipment, win one of 100 new-type trophies. AMA registration booth will be open at Furnace Creek Ranch on Sta. from 1-5 p.m. and Sun. 9-10 a.m., free AMA award. No car entries accepted.

4th ANNUAL BANNER GRADE RUN by Artesia Pioneers. Call (213) 425-5321 for more information.

SUNDAY, OCTOBER 29th

TEHACHAPI RELAY ENDURO SCRAMBLES by Hi-Jinx FMC. Trail gearing only. All riders must have partners. Max. 125cc per bike, teams limited to 225cc max. 4 loops around a 16-mile course. Entry fee $5.00 per team. Take Golden State Fwy. to Palmdale turnoff, go past Lancaster, turn right at first signal in Rosamond. From that signal follow the lime.

18th ANNUAL DIST. 37 CHAMPIONSHIP HARE & HOUND by Rams M.C., limed from Wagon Wheel on Hwy. 14, starts near Hart's Cafe. Starting time 10 a.m., entry fee $4.25. Sidehacks welcome. For further information call (213) 367-2897.

MOTO-CROSS at Lodi Cycle Bowl, Lodi, Cal. Three 15-lap events in each class — 200 Am. & 200 Exp.; 250 Am. & 250 Exp. Signup 8-10 a.m., qualifying heats at 11 a.m. Racing starts at 1 p.m. rain or shine. Big rough course, water hazard, traction tires only (no chains). Admission $1.50 to ride or watch.

SUNDAY, OCTOBER 29th

HILLCLIMB by Eastside M.C. at Cycle Hills, Uvas Dam in Morgan Hill, Calif. Sportsman AMA sanc., all classes from 200cc up. $1.50 to ride or watch, kids under 12 free. Man miles trophy. Practice 9:30 a.m., 12 noon start.

SATURDAY, NOVEMBER 4th

1st ANNUAL INTERNATIONAL SNIPE HUNT, at California City, Calif., sponsored by Parks and Recreation Dept. Purpose to capture snipes for scientific study. No firearms, weapons or trapping devices permitted, only flashlight and gunny sack. For more info contact Roy Savage, Jr., Director of Parks & Recreation, Box 426, California City, Calif. Phone: 373-4884.

SAT. & SUN. NOVEMBER 4 & 5th

ENSENADA POKER TOUR — Spons. by Cycle News. 5-card poker run from Tijuana to Ensenada, 65 miles. Dances, cockfighting, fireworks, fishing derby, motorcycle parade, custom contest, silver souvenir pins to each entrant. Mail name, address and $2.50 for each pre-entry to Cycle News, Box 498, Long Beach, Calif.

SUNDAY, NOVEMBER 5th

JACKASS ENDURO by Foothill Hawks M.C. Limed from Red Mountain. Start, noon check and finish at Red Mountain. Approx. 110 miles. Lic. and muffler optional. First rider leaves at 8:01 a.m. 100cc B riders finish at noon check. Mail entries close midnight Oct. 22, entry fee $4.00. Mail entries to Foothill Hawks, 7813 S. Blackford Ave., Whittier, Calif. Post Entries $5.00.

INTERNATIONAL MOTO-CROSS at Aztec Park in Sedan, Kansas. PAR-FIM sanction, 1½-mile course. National and Int'l. classes.

MOTORCYCLE RACERS, INC. TO HOLD GENERAL MEMBERSHIP MEETING

Motorcycle Racers, Inc., the Southern California Riders Assn., has slated a general membership meeting on Wednesday night, October 18th, at 5250 W. Imperial Hwy., Los Angeles, 2 blocks west of the San Diego Fwy.

All professional riders, owners and interested parties are cordially invited to attend the monthly open meeting, which will begin promptly at 8:30 p.m.

On the agenda for discussion are such items as the 350cc rule, safety facilities, and plans for an end-of-season party.

The M.R.I. is still interested in receiving, before October 21, 1967, opinions of riders, owners spectators, dealers, etc., regarding the proposed 350cc engine displacement limitation on professional AMA dirt track racing.

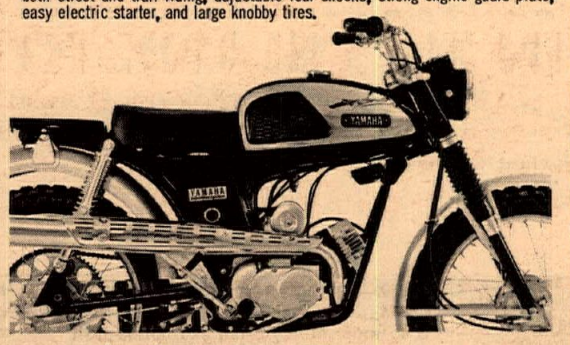
Please write, expressing your views, to M.R.I. Board of Directors, 38 W. Neece St., Long Beach, Calif. 90805, so that the group can present their findings to members of the AMA Competition Committee.

Enter Cycle News' New Subscription Contest !

PRIZES —

GRAND PRIZE a Brand New NORTON P-11 Dual-Purpose Scrambler. Wait til you get the pink slip on this brawny, man-sized cycle! Ride it on the road as a fine touring Norton, or take off the lights and PRESTO! It's a gaspingly fast P-11 Scrambler. Guaranteed to crank off 90-plus quarter-miles and bring home the trophies for you, if you're the winner.

FIRST PRIZE—— Yamaha Trailmaster 100. Perfect for one, two or three-bike families. The in-demand, best handling bike in its class-on or off the road. Has Yamaha's standard features such as famous single rotary valve engine, proven oil injection system, easy shifting 4-speed gearbox, and water-and dust-proof brakes, plus special features for off-the-road riding: Double sprocket for both street and trail riding, adjustable rear shocks, strong engine guard plate, easy electric starter, and large knobby tires.



SECOND through FIFTIETH PRIZES— Sexy, revealing Cycle News T-Shirts for men or ladies.

RULES —

Entries will be judged on originality, sincerity and aptness of thought. Contest ends on Midnight, December 1st, 1967, and entries postmarked after that date will not be eligible to win. All entries become the property of C&S Publishing Company and none will be returned. In case of duplication the earliest postmark decides the winner. Contest not open to employees of C&S Publishing Co. or their families.

HOW TO ENTER

FIRST— Subscribe to Cycle News. This is NOT a subscription blank. It is an entry blank for the contest only.

If you are already a subscriber, please attach address label from CYCLE NEWS here.

SECOND— Complete the following statement in 25 words or less:

"I Like Riding Motorcycles Because.....

.....

.....

....."

(Use this blank or a reasonable facsimile)

That's all there is to do. If you're a subscriber you have a chance of winning the "machine of your dreams," the magnificent Norton P-11, or any of 50 other valuable, unique prizes.

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BY CHUCK CLAYTON

Last week we pointed out that, under the philosophy of Individual Responsibility and Self-Control, the rider himself is responsible for what happens to him and his passenger and it is his duty to maintain control of the machine in all circumstances.

If legislatures of the various states and the Federal Dept. of Transport truly want to protect motorcycle riders' lives, they should get busy trying to make up for neglecting the growth of motorcycling for the past 10 years.

Here are some measures they could propose if they **really** want to save lives:

1. DANGERMARK NECKBREAKERS

Every year a considerable number of lives are snuffed out and many riders are injured by the nearly invisible chains, wires and cables hung across inviting trails and byways. Some of these "neckbreakers" are deliberately installed to injure or kill motorcycle riders and horsemen. One man, on being informed that his neckbreaker took the life of a 16-year-old motorcyclist said, "Good. That's what I put it there for." Others may be installed by property owners who are unaware that they are erecting a diabolical device that can take lives.

In every case, neckbreakers ought to be clearly visible from several hundred feet in every possible direction of travel. Attaching simple reflectors or permanent ribbons could do the job. Legislators need to bring this hazard to the attention of public and private landlords immediately!

2. HOLD CAR & TRUCK DRIVERS RESPONSIBLE FOR "I DIDN'T SEE HIM" ACCIDENTS WHERE MOTORCYCLE RIDER HAD THE RIGHT OF WAY.

All road users have the responsibility of looking out for other traffic. Car drivers especially will have to make an effort to look extra carefully now that more motorcycles are on the streets. Especially if they know they can no longer get away with the old alibi, "I didn't see him."

3. ENCOURAGE AND SUPPORT MOTORCYCLE RIDER TRAINING BY PUBLIC AND PRIVATE AGENCIES.

Even the smallest training effort improves the safety record of new riders significantly. Why not place an extra $1.00 surcharge on all traffic fines to create a fund for motorcycle rider instruction and safety research?

4. REQUIRE MOTORCYCLE DEALERS AND RENTAL AGENCIES TO OFFER A HELMET TO EVERY BUYER AND RENTER BEFORE ALLOWING THEM TO RIDE.

5. INSTRUCT DMV LICENSE EXAMINERS TO DEDUCT POINTS FROM MOTORCYCLE LICENSE APPLICANTS WHO FAIL TO WEAR HELMETS WHEN TAKING THEIR RIDING TEST.

6. Legislators may even go so far as to **REQUIRE MOTORCYCLE RIDERS TO HAVE HELMETS "ACCESSIBLE" AT ALL TIMES THAT THEIR MOTORCYCLE IS BEING RIDDEN.** This would be in the same spirit as the automobile seatbelt laws. Suitable carriers are being developed to accommodate the hats and I suspect that nearly every rider would choose to wear his helmet if it was there. But I prefer to reserve the right to make that choice. Readers, what do you say?

CYCLE NEWS OPINION POLL #1

350cc LIMIT FOR CLASS 'C' RACING

The American Motorcycle Association Competition Rules Committee has proposed to limit the displacement of Class C (professional) racing engines to 350cc. The present limit is 500cc for overhead valve engines and 750cc for sidevalve engines. The 350cc limit rule is scheduled to become effective with the beginning of the 1969 racing season.

We would like to know your opinion on this question which is of vital concern to racers, fans, promoters and industry. Our readers' opinions will help determine Cycle News' policy in this controversy. Please enter your opinion on the convenient ballot printed here or a reasonable facsimile and send it to Cycle News Opinion Poll #1, Box 498, Long Beach, California within the next two weeks. Results of the opinion poll will be published here in time to help guide the Competition Committee in their next meeting, late this month.

CYCLE NEWS READERS OPINION POLL #1 — 350cc LIMIT FOR CLASS C RACING ENGINES

Please fill out this ballot or a reasonable facsimile and mail it to Cycle News Opinion Poll #1, Box 498, Long Beach, California before Oct. 15, 1967.

In my opinion, the 350cc rule... **(please check one)**

1) Is a good idea ☐
2) Is not a good idea ☐
3) I have no opinion ☐

Additional comments are welcome: _____

_____

_____

(Signed) _____

THICK BARRIER

I have tried to better relations between the general Public and the motorcyclists for several years all to no avail. There is a thick barrier between the motorcyclist and most of the people. This barrier has become quite stable and being but one individual Ihave found it a difficult battle.

I do, however, believe that after following Cycle News for some time you are easing this barrier by expressing motorcycles in a pleasant way that outsiders have neglected. You manage to show the joys of cycling in every field and sport and introduce the participants to the public.

I wish there were more means of communicating with people and making them understand what and why the enthusiasts are trying to prove. That he isn't trying to damage anyone's property or corrupt anyone's way of thinking. He's not trying to onvert anyone or change them or their life but he only wants to enjoy life on a motorcycle and not be ridiculed for doing that.

I can only urge you to keep going down the same trail you're on and hopefully in the end it will be rewarding for not only you but everyone that now is considered wrong because they associate themselves with those dirty, evil two-wheeled pieces of machinery.

Stanley G. Scales
National City, Calif.

"Oh, is THAT what's wrong. We were afraid it might be halitosis!"

BERNHEISEL BOO-BOO

In your Sept. 28 copy of Cycle News you stated that Carl Patrick ran second in Sacramento Amateur time trials. This is not true. His time was 43.80, Art Bernheisel ran second at 43.65.

JACK W. NICHOL
Redwood City, Calif.

("Right you are, sir. Patrick just ran second in his heat race and the Amateur final. Our apologies to Bernheisel.")

MORE OF THE STORY

Am writing in reference to the report by Mr. Pettigrew on the ACA race at Riverside on the 17th of this month. As reported, it was held in conjunction with a car race and there was a considerable, crowd on hand. From the spectators that I talked to, the bike race was a very pleasant surprise, kind of like going to a good movie and seeing a short subject that's as good or better than the feature.

I can understand the lack of reporting for all the races but the 250cc combined G.P. and production. In the under 200cc combined G.P. & Prod. race there were close to 50 entries on the grid, so the reason for confusion is obvious. However the 250cc class was relatively smaller.

At the start of the 250cc race Andy Lascoutx from Boston Yamaha jumped to the lead with Buddy Parriott in close pursuit. Colin Jones clocked Andy at 1:51 for the 1st lap from the drop of the flag. This is 4 sec. off of the fastest time set by Art Baumann last June on a similar machine. By the second lap both Andy and Buddy had stretched their collective lead to almost one half a lap. Both were on a 5-port Ymaha and both were riding extremely hard. Throughout the remainder of the race their lead over the others increased and they swapped first place at least 4 or 5 times. Finally on the last lap Andy took the lead in the esses on the approach to turn 6 he got on the front brake a little too hard for the slippery track, (due to the rubber and oil from the cars), and crashed, putting him out and breaking his collarbone. Buddy went on to win. Their race-long dice at very high speed had the attention of every spectator plus most of us who were lining up on the pre-grid for the next race, so I don't understand Mr. Pettigrew's preoccupation. Also, I would like to give credit to Wes Cooley, President of the ACA, who put on the race under not the greatest of circumstances and on a track that was in very dangerous condition for bikes. Wes did not sit back and let "his boys" do the dhow like so many organizers. He coordinated the race with the car people and had time to don his leathers and take a 3rd place in the 500 GP on his own Norton Manx.

Andy's mending and should be racing in a month.

Tom Howard
ACA #120
Los Angeles, Calif.

CORRESPONDENT FROM SPAIN

I have one complaint. Two weeks ago my brother, John Riggen, took first at Bay Mare at the Dist. 37 Grand Prix and he won the Lightweight Sweepstakes and you people said NOTHING!!

He beat a bunch of top names and he's only in his second year of racing. Everything else is great – I still dig Cycle News. Be cool.

"SUPER STEVE" RIGGEN
APO New York, USAFE

("Sorry about that, Steve. Just hope it's not too long before you'll be home to watch your brother perform in person.")

MARTINO BOOSTER

There is a guy, a Checker, who finishes every desert race, is in the first ten (No. 8 on his 500 BSA Victor), name Whitey Martino – a fair sportsman.

He isn't No. 1 yet, but his heart is in riding, so watch out, boys. Whitey is a mechanic in a well-known cycle shop, and keeps other riders' cycles in shape besides his wife's and his.

All I want to say is, "Whitey, keep up the good riding."

SOMEONE WHO NOTICES
Los Angeles, Calif.

FULTON NEW JOMO SALES MANAGER

Walt Fulton has been named as Sales Manager for Johnson Motors, Inc., western distributor of Triumph motorcycles, according to E.W. Colman, Vice President and General Manager. Fulton is a veteran in the motorcycle field having gone the gamut from rider to sales and marketing director.

Starting in motorcycle competition back in 1945, Walt became associated on the dealer side with Valley Cycle in San Bernardino in 1949. He brings a wealth of Triumph experience, having served as Midwest District Manager for Triumph Corporation, Towson, Maryland from 1954 to 1961.

The Fulton family resides in Orange, California, and three boys, ages 12, 18 and 19, all are motorcycle enthusiasts.

Johnson Motors is headquartered in Duarte, California.

While the rest of the riders were closing out the month of September last Friday night, Novice Rick Durkee was cracking the track record book with a loud bang. For the past two weeks Durkee and his Suzuki have been making all of the Novice, all of the Amateur and many of the Expert riders look like maybe they have on the wrong number plates.

Coming back with a bang after a month of recuperation from a TT accident, Phil Todd won the Amateur Main Event.

The second year Novice, who found the winning combination of late, again was the fastest rider on the track in the five-lap heat races for all events except two of the three Expert heats.

Durkee was so busy changing the track record book that many forgot that Dan Haaby and Phil Todd won the Expert and Amateur Main Events.

The Ring-Ding Kid broke his own track record on the way to his fourth straight heat race win in both the one and five-lap departments. He was three seconds faster than the second fastest Novice heat and seven seconds quicker than the two remaining outings for beginners.

For the second straight week Durkee posted a faster five-lap time than that of any of the three Amateur big bike heat winners and then pulled the surprise of the season by topping the five-lap time turned in by Expert heat winner Sammy Tanner.

The Durk really got steamed up for the eight-lap final and broke his own one lap record no less than four times before again lowering the main event time by about FOUR SECONDS!! His new one-lap trip mark for a 250 now stands at a sizzling 23:48.

It was a Durkee-Suzuki show in the final and the young lad now has won nine straight without a loss. The last time he lost a race at Ascot was on Sept. 1st.

Meanwhile, Phil Todd returned to action after missing the entire month due to a TT spill and walked away with the Amateur Main Event.

This is not unusual for Todd to be a winner but what was unusual was the fact that a rider by the name of Joe Brown won his heat race and finished second to Todd in the final.

There is nothing unusual about the name of Brown but it is unusual when this same Brown can ride Ascot for the first time and blow off the many, many Amateurs who have been around all season.

The main reason for the surprise is that it was only Brown's second time on a big bike half-miler and his second time without brakes. Three different riders tried to take second away from him but it was no go for Joe who started half mile racing two weeks ago at Tulare.

Haaby scored the sweep in the expert class to again stretch the point lead over Mel Lacher. Shorty Seabourne, bidding for his third straight Main Event win, never saw the front spot and was zapped in the heat race by Lacher and the dash by Haaby.

In the final Shorty was trying but had to pull to the pits with engine troubles for one of the few times this year. He is still tied with Haaby and Tanner as the only three riders to put two Main Event wins in a row together this year. Things are tough at Ascot in the Expert class.

Haaby now has 28 wins on the season at Ascot as he bids for his first point championship after finishing second to Tanner the past two seasons.

This weekend the half-milers share the spotlight with the TT riders on Saturday night. Durkee looks to extend his win streak to twelve straight as the novice boys also run a dash this time around.

(Results on page 16)

MEN WHO KNOW MOTORCYCLES SELL MONTESA

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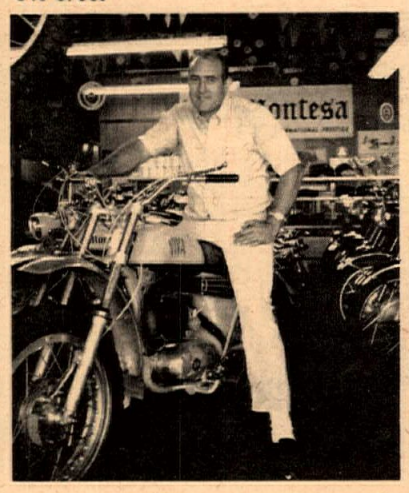

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Photos by Dennis Greene

Dan Haaby (22) made it 28 wins for the season to stretch his Ascot point lead over Mel Lacher. Here he accepts Trophy Dash congratulations from (L to R) Gary Bray, tuner of his speedy BSA, a lovely bikini-clad Trophy Girl, and Al Mintz, always there to lend a helping hand.

THE FINISH LINE

By Roxy Rockwood

Nixon and Triumph finally did it and a new champ, bike and rider, is crowned in AMA national circles.

The behind-the-scenes in-fighting prior to the last National at Okie City last Sunday could challenge old 007 for a paperback thriller. H-D and Triumph both wanted that number one spot more than ever and the politics that went into the race could fill a book. Will have to write about that sometime.

The Nationals are all over now until racing under the roof in Houston next February and then the mad whirl starts all over again. The west coast will host the same big ones next year except that Tulare will be gone and Santa Rosa mile will be added.

Nixon can go home now and let his broken hand heel. George Roeder, who has been trying for 15 years to win the title, can go back to the farm and get ready for next year. It was another late try for George and another near miss.

350 Debate

He is going to have to hurry if he is ever going to win it as the AMA still says they are going to lower the limit to 350cc after next season. Then too, he may be the only rider around to ride the 350's from the way the talk is going.

It is an odd set of circumstances regarding the 350 rule. The committee voted this far fetched rule in for '69 a couple of years back without asking anybody if they were for it. Now some of the committee is asking riders and tuners to write letters to the annual meeting this year if they do not favor the change.

The riders are wondering why they have to write letters saying they are against it when nobody asked them in the first place. Better write the letters, men, before somebody gets the idea to lower the limit to 250's.

With the 350 rule only one short season away there has yet to be a 350 of any brand show up that can get out of its own way on a dirt track. Word has it in the Midwest that another new 500 association is ready to move in when and if the AMA is blind enough to try and cram this one down the throats of the riders and fans. The same could well happen in the West as none of the promoters are for the drop to the ring-dings out this way, either.

The annual National Committee Meeting is next month and it will be interesting to see just how much time and effort will be devoted to the situation that nobody wants, or is ready for. Somebody must want it as it was voted in two years ago.

There are also a lot of loose answers regarding the new AMA Congress that is supposed to replace the present committee. Can you imagine more than sixty motorcycle people agreeing on anything?

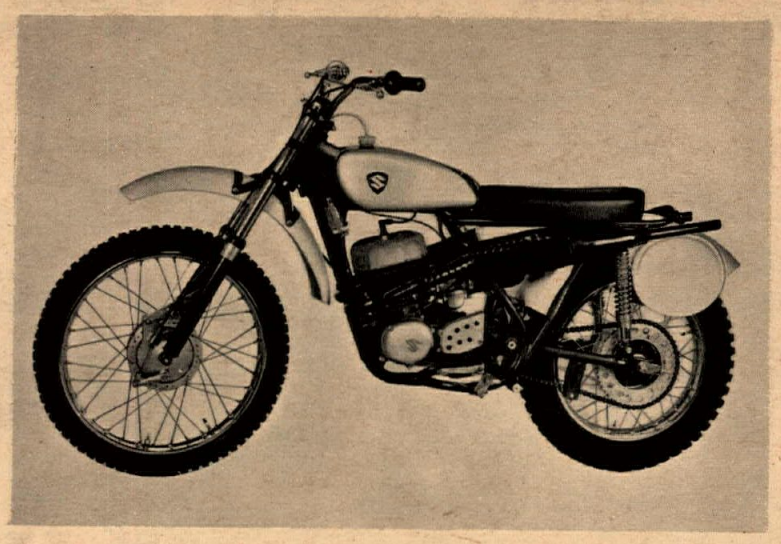
Oklahoma pulled a California last week at their first national. Only two Okie's entered and they finished one-two. Nixon still calls the land-rush state his home and Nix is there when he is not beating the bushes.

It was Freddie's second National win this year and his third for the record book. All three are on the dirt ovals.

Special attraction this coming Saturday night during the Ascot TT show. The Sidehack riders will put on a special exhibition race on the TT track. The first time it has been tried at Ascot and only the second time in the area since 1959.

Evel Knievel is back snapping his garters over cars once again. The wheel flattner has recovered from his latest miss and jumped 16 four wheelers up in the Northwest recently. He now says his Grand Canyon affair will take place next Labor Day instead of the 4th of July. Come on Evel, you said it, now let's see you do it. If he can wait until Christmas there will be five feet of snow at the bottom to cushion the fall.

250 cc MOTO-CROSS



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OKLAHOMA 9-½ MILE

Photos by Chuck Clayton

Roaring toward the first turn go the Experts at the start of the Oklahoma City 9-Mile National Championship. Visible here are Sammy Tanner (7), Cal Rayborn (25), Bob Sholly (98), Roger Reiman (55), Jim McMurren (11r), Gary Nixon (9), Neil Keen (10), George Roeder (94), Dick Mann (2) and winner Freddie Nix (95) who led from start to finish.

Nix Takes 9-Mile : Nixon New G.N. Champion

Harley-Davidson won the battle but lost the war. It was a determined Freddie Nix who led the 9-Mile National Championship wire to wire last Sunday in Oklahoma City. Riders from 24 states had gathered at the Fairgrounds' half-mile track for the final episode in the 1967 National Championship series.

Here's how they looked in the later laps. Nix (95) leads Nixon (9), Tanner (7) Mann (2) and Roeder (94). The high, narrow groove is evident.

Oklahoma-born Fred Nix was a fitting victor at the half-mile season finale. Looking contented after a job well done (his 3rd National win of the year), Nix holds his year-old baby girl on the tank of his Harley, while his charming wife smiles happily.

In second place and clinching his claim on the Number One designation for 1968, was gallant Gary Nixon. Nix, whose hometown is Lawton, Oklahoma, and Nixon, another Oklahoma native, both immaculately attired in good-guy white leathers, played out the dramatic AMA point race to an almost anti-climactic conclusion.

Hoping Against Hope

George Roeder, runnerup in Grand National Championship contention on two previous occasions, went into the 18-lap final with an outside chance of snatching the Big Number One from Nixon, who was leading by 40 points. He would have had to win the 9-Mile and hope that Gary finished farther back than sixth place to salvage an 11th hour victory.

Roeder, Harley-mounted, wound up in fourth place behind Sammy Tanner, who was riding one of Nixon's spare Triumphs. Fifth place Dick Mann (BSA) fell back from third after slipping off the high, close-to-the-crashwall groove.

The plucky new Grand National Champion rode the entire program with his throttle-hand surgically pinned owing to a fracture sustained in last week's Carlsbad 250cc road race event.

Fastest in time trials was Roeder, who toured the Fairgrounds' course in 26.44 seconds for a new one-lap track record. Ten-lap Expert heats went to Nix over Roeder, Roger Reiman and Sid Carlson; to Mann ahead of Nixon, Bob Sholly and Tanner; and to Neil Keen in front of Jim McMurren, Cal Rayborn and James Henry.

Crashes Mar Program

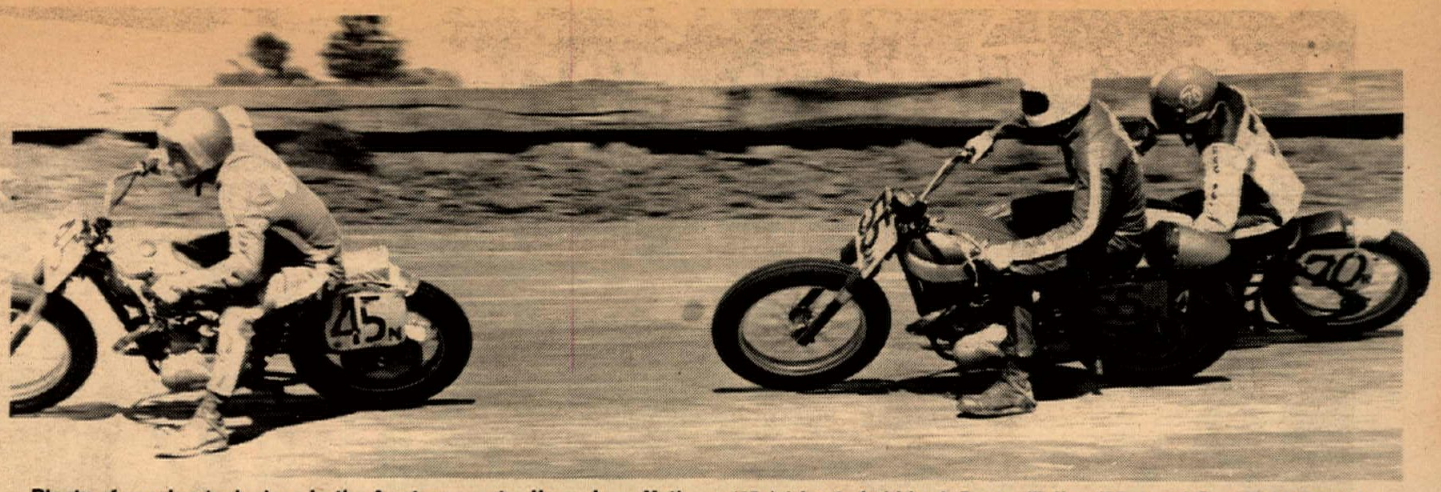
Several spills disrupted the flow of action as riders fought to maintain traction on the slick, nearly-square-shaped track. On the first lap of practice Dick Hammer unloaded hard in the third turn and was hospitalized with a concussion. Fortunately he regained consciousness that night and should be on his way home soon.

Also treated and subsequently released were John Tibben, who received a broken collarbone while trying (a bit too hard) for a fourth-place transfer spot to the final, and Carl Patrick, one of California's leading Amateurs, who crashed in practice.

Others to hit the deck, without injury except to equipment, included Shorty Seabourne, Joe Messaros and Sid Carlson. In fact, no Expert Consolation race was run, due to a sparsity of men and machines to fill the field.

(Continued on page 8)

Smiling Sammy Tanner rode one of Gary Nixon's spare Triumphs to a convincing third place finish.



Plenty of passing took place in the Amateur events. Here, Jerry Mathews (45n) tries to hold back Dwane Walker (55m) and Gary Waldo (70r) in their heat race...but Waldo got by Walker for the final transfer spot.

Amateur Action

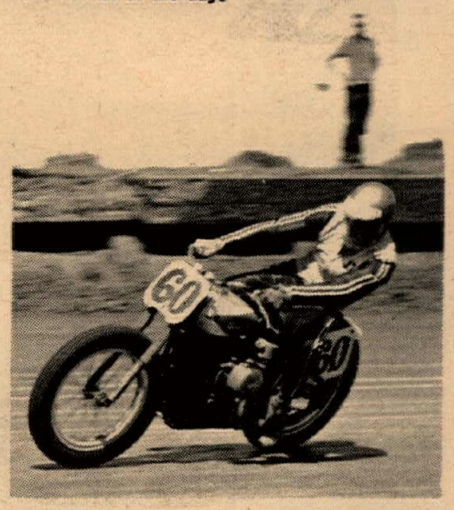
Thirty Amateurs ran three 10-man heat races to decide who would compete in the 14-lap final, and more excitement and passing occurred in the yellow-plate events than in many of the Expert go-arounds. Preliminary winners were Bentley Hardwicke from Duncanville, Texas, Danny Dysart from Ponca City, Oklahoma, and John Franklin from Mazon, Illinois.

At the start of the final, Dysart darted into a quick lead but was overtaken on lap 3 by Ken Bright of Ponca City, Okla. Bright held on as California's Gary Waldo, who had methodically worked his way from 4th to 2nd in three laps, pressed hard.

Then Dysart zoomed back into the lead with four laps to go, Waldo hot on his heels. But moving up swiftly, from a 6th place start, came Harley-mounted Dick Woods of Topeka, Kansas. On the 12th lap Dysart went a little too high and Woods saw his chance, taking both Danny and Waldo in one sliding swoop. Fourth man to lead the Amateur race, Woods held on for the checker...and ran out of gas on his safety lap. He coasted into the pits, thankful it hadn't been a 15-lapper. Waldo was second, Dysart third.

(Continued on page 9)

How close to the fence can you get? One slip off the groove and here's where Sid Carlson (73) wound up in practice. A lap later he unloaded at the same spot, but stayed upright for the rest of the day.



Trying hard for a transfer position to the Expert final, John Tibben crashed and wound up with a broken collarbone and a broken Harley.

Photos by Chuck Clayton

Lovely Miss Auto Racing presented George Roeder with his trophy for fastest qualifying time of the day – a new track record.

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Lions Drag Strip, Calif.
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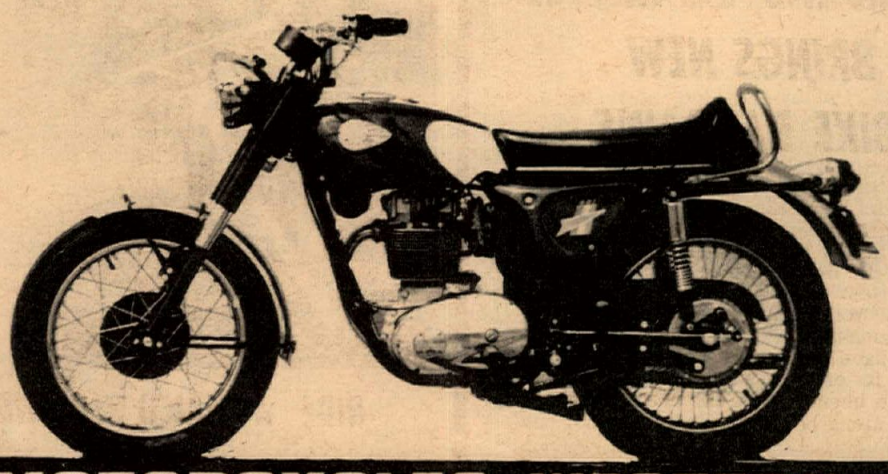

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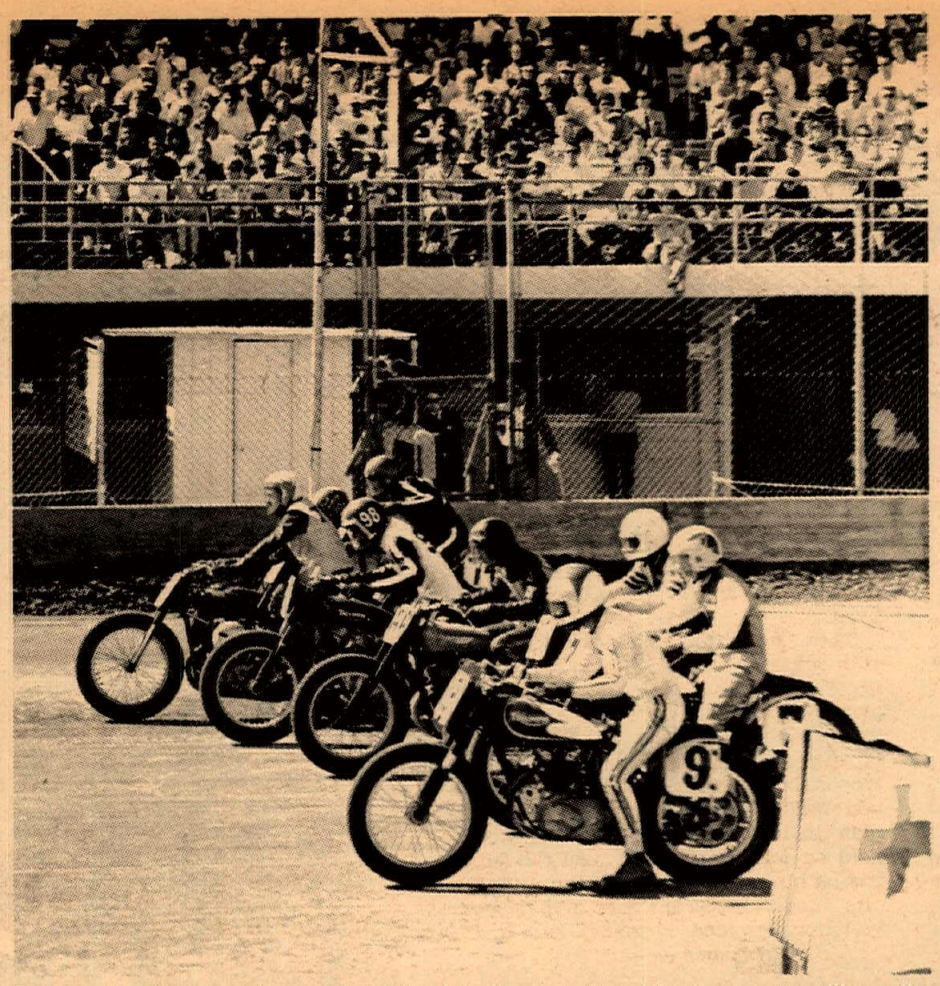
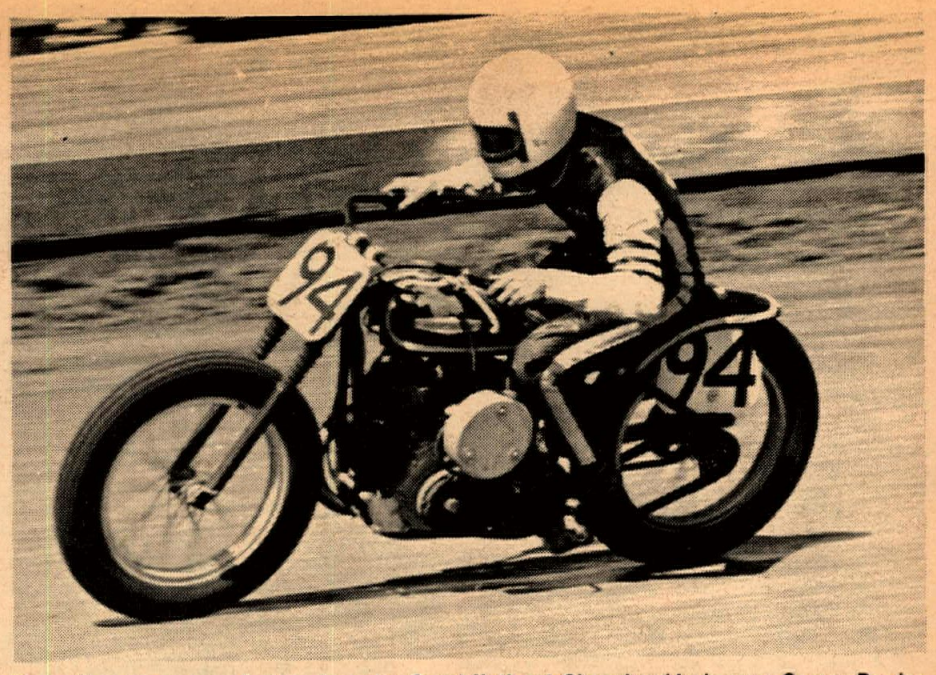


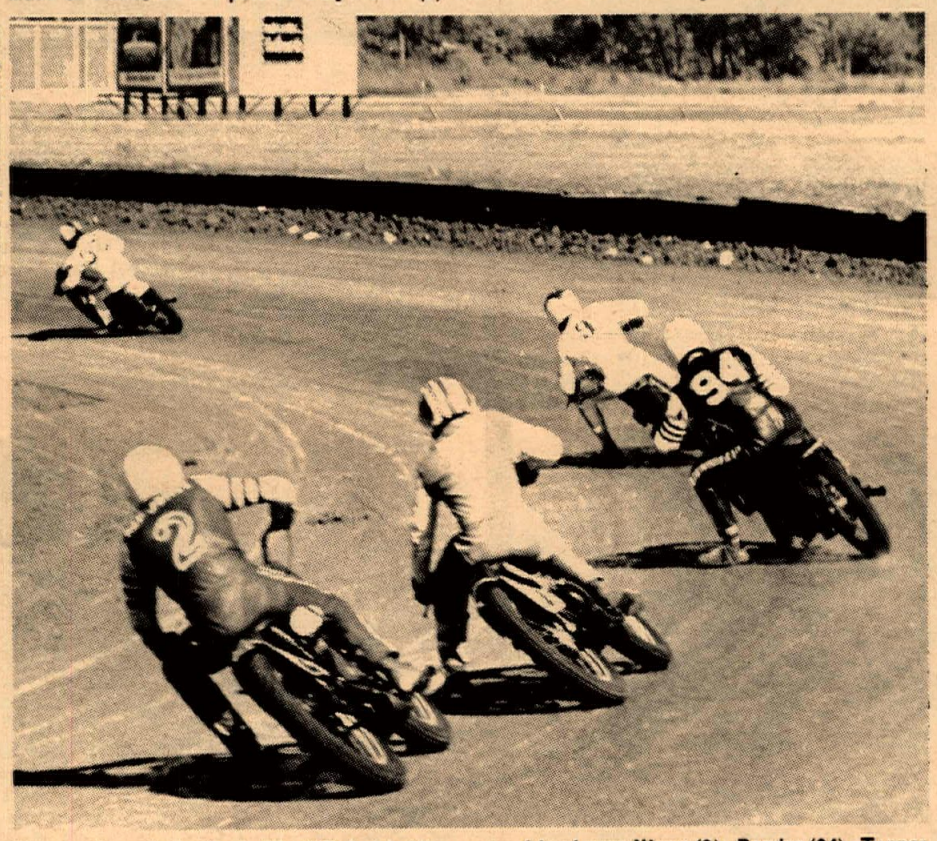
Enthusiastic Oklahoma City crowd watches intently as an Expert heat race gets rolling, with much at stake. On the pole is Gary Nixon (9) who finished 2nd to Sammy Tanner in this event.



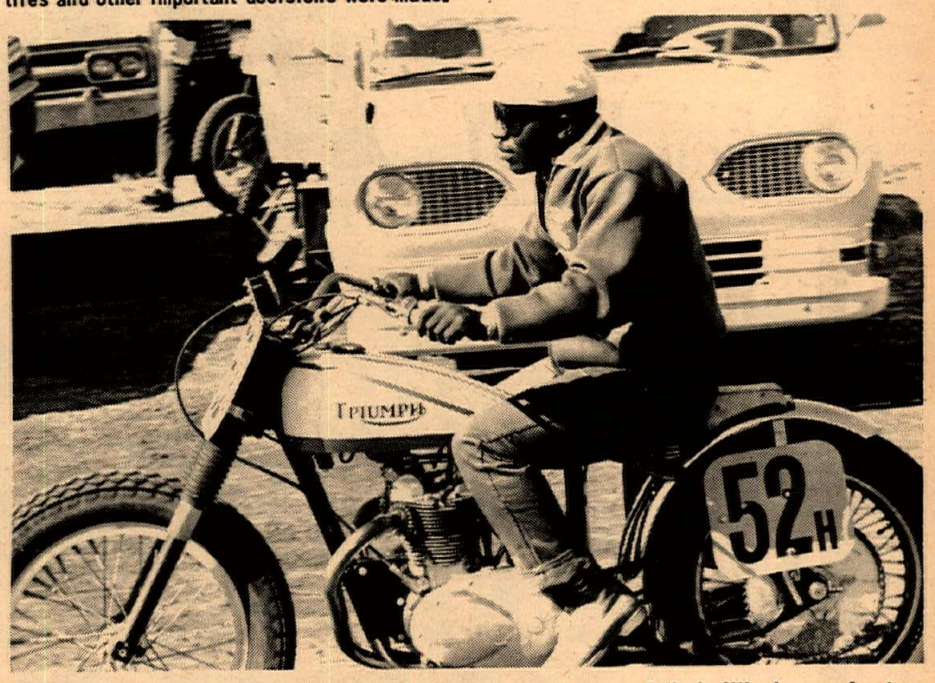
Three times a runnerup in the chase for Grand National Championship honors, George Roeder (94) wound up 4th in the 9-Miler.

Feverish pit activity took place before the races as last minute gear changes, selection of tires and other important decisions were made.

Photos by Chuck Clayton



Midway through the final, Nix (95) had built up a good lead over Nixon (9), Roeder (94), Tanner (7) and Mann (2). Nixon later closed the gap and Tanner got by Roeder for 3rd.



Immaculate Triumph being pit-tested by his tuner is raced successfully in Illinois-area Amateur events by Abram Drain (52h).

In his ever-forward drive to Amateur class victory, Dick Woods (42n) prepares to zap fellow Harley rider John Franklin (24p). Woods, one of four men to lead the 14-lap yellow plate feature, came from 6th spot to nail down first place on lap 12.

After the racing was over for the day and the winners were accepting congratulations, 9-Mile champ Freddie Nix expressed the hope that next year HE could earn the National Number One digit. But Nixon, who had done the deed, happily kissed his wife and thanked his father and 94-year-old grandfather (who was present) "for making this all possible."

When asked about his plans for the future, Nixon said "I'm leaving for Japan tomorrow." In answer to questions about the European riders he would face, and their relative toughness, the new Number One was emphatic in his replies. "They're not tougher than ours. We've got the best in the world. It's a pleasure to race against them."

And three-time National runnerup Geo. Roeder's only comment was: "I'll be back."

(Results on page 16)

YEAR-END CLEARANCE BRINGS NEW BIKE BARGAINS

Motorcycle dealers are not allowed to discount new bike prices, but under certain circumstances you can buy left-over new bikes at practically dealer cost when the new models are on their way. One East Los Angeles store, Modern Cycle Works, is clearing out a whole showroomfull of 1966 and 1967 BSA's that have never been sold for prices even lower than a used bike costs. If you've been waiting for bargain time to come along before trading up to that new model call Louie Thomas at Modern Cycle Works, (213) 263-6171 and ask "what's left over?" Say you saw it in Cycle News.

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DRAG RACING

By Bob Ebeling

What started out to be a weekend of headline events, ended as a debacle. Ebeling's match race at Lions drag strip never came about, for the competition broke during time trials. Orange County Raceway had its first good night for the bikes and ended with a decision of no further bike activity — until some later date.

Irwindale's races were shut down before the final eliminations, due to the tragic accident of an AA Fuel dragster.

Such a weekend, combined with personal frustrations, is enough to make a person wonder if it's worth it all.

Irwindale

A small turnout for Friday night activities, gave only four in the battle for top bike and a remaining two for Junior. The few street bikes were placed in contention via a handicap system and a small purse.

Harry Couch's 30.50-inch Triumph came out of the pack for a win at 13.10 seconds and with 99.77 miles per hour.

Just prior to a final race for top bike between Don Harris and Joe Smith, respectively Triumph and Harley-mounted, a race accident brought the action to a halt.

Boris Murray, the pit director, faced a hard decision on where or how to split the purse evenly between the two remaining contenders. Prior to the final, Smith's Harley-Davidson had traveled the quarter in 10.83 seconds. Don Harris took the Triumph on a rapid ride of 11.02 seconds.

Since only two contenders were in position for the Jr. purse, it was decided to stage a two out of three match race. Jerry Nance on his 650cc Triumph was a one round winner and Steve Rowles' 250cc Suzuki had scored one. Each bike had turned an identical 12.18 second E.T. Alas, we shall never see the winner, for this race was also kept from completion due to the accident.

Maybe next week Jerry and Steve will run the final, or possibly they are content with speculation.

Orange County

Everything looked okay; a couple of the best were there such as Joe Smith and Rich Richards. Smith was running alky, and netted a 10.47 second run, while Gary was taking the 45-inch Triumph on runs below 10.30 seconds. Unfortunately the Triumph lost its rings on a time trial and couldn't compete for the cash purse.

There were quite a few bikes in the slower brackets. The races were run on a handicap that gave proof of a machine and rider's consistency. Steve Rowles' Suzuki, Leonard Sciacca's BSA, and Tom Grant's Suzuki were the winners.

Rather than leave the responsibility of directing bikes from classification to eliminations for Bruce Miller, the cycle pit director, a large group of Orange County Indians struck the warpath to be chief. Confusion resulted and a decision was made that Orange County Raceway is not yet ready for cycles. Or is it that they don't want to be bothered?

Lions

Better than 30 entries signed into Lion's class book. Bruce Miller cast off the heavy yoke of frustration and disappointment of the previous night at Orange and became the fastest and quickest at Lions.

Bruce's 55-inch Sportster Super bike, recorded a best run of 10.96 seconds and 120.64 miles per hour.

It's remarkable how close it is between AA and B street bikes, both stock and modified. Speedy High rides a Harley and Leonard Sciacca throws his leg over a BSA. Each bike won its class with identical E.T.'s, 13.56 seconds.

It wasn't quite that close in the modified division. Dean Lanza's Harley turned 13 seconds flat for the trophy in AA, and Dick Stricklands BSA won the B class at 13.03 seconds.

Quickest of the gassers at Lions was a Norton, sponsored by American Speed Cycle. Mike Maland rode the Norton for a trophy that was won at 12.21 seconds and 108.78 miles per hour.

Next Week

Back to routine, with action at Irwindale on Saturday and Lions on Sunday. (Results on page 16)

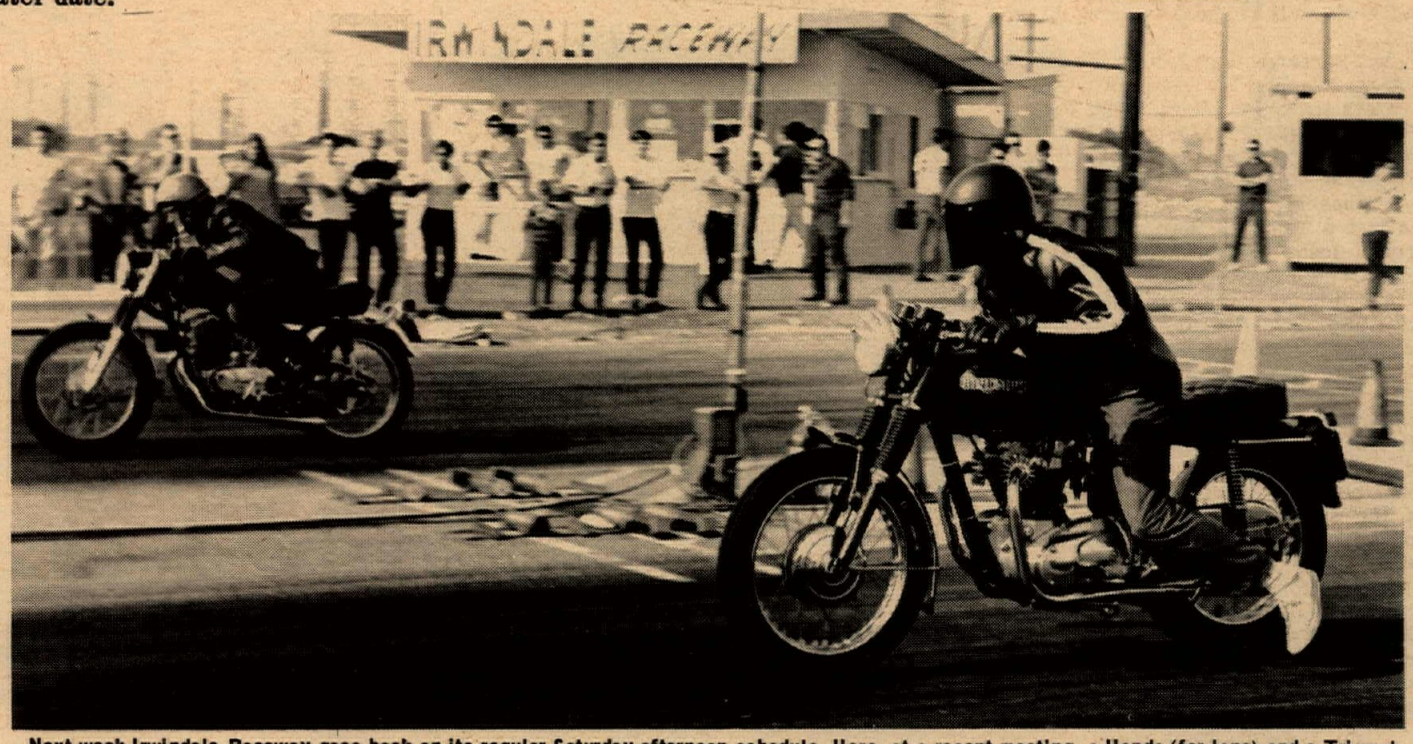

Photo by Doyle Gray

Next week Irwindale Raceway goes back on its regular Saturday afternoon schedule. Here, at a recent meeting, a Honda (far lane) and a Triumph get off the line for a fast quarter-mile trip.

SUBSCRIBE and win the machine of your dreams. Handy blank on page 2.

GARY CONRAD — WINS AGAIN

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FUN ON A BMW OR..HOW NOT TO GO TO ALASKA

PART II

By James Campbell Thomson

To better position the load on my BMW for the trip to Alaska, I picked up two canvas newspaper bags, and into the bags were put mos of the heavy things. The tarp was removed from the front fender where it had been messing up the paint.

I left Sacramento at 2:30 in the afternoon on June 5th. My friend Bob let me have his transistor radio to use for the trip, and it was a real companion. I had seen, in May, the same sights that I was seeing now on Highway 99.

At Dunsmuir we pulled in to refuel and met a Yamaha rider who had come through Idaho and Oregon. He said he had been cold all day and asked me what lay ahead in the great California Valley. There would be rejoicing in his camp that night, for the Valley was warm and fragrant.

Turning off onto Highway 97, I made it well around Mount Shasta before the sun left me. Since we had been on the road not much more than five hours, I felt it would be wiser to drive all night. So I cut the speed to a conservative 50-55 mph in case of deer in the road, and swiftly ate up Oregon road.

Midnight found me in Bend, with half of Oregon already digested. The upper half is about as barren as the moon, and the road in spots looks as if it was built exclusively for motorcycles, it's that small.

On Into Washington

At daybreak I was gassing up at The Dalles on the Columbia River. Then, after paying the toll and crossing the bridge, we were in Washington. Highway 97 runs alongside the river for five miles or so until the top of the hills are reached, then turns north. From this high vantage point, one feels as if airborne, for the river runs many hundreds of feet below, and Eastern Oregon is spread out for your inspection like a map.

Well, after filling my eyeballs and resting my back, I thought I'd try my 250 on a diet of Washington. After crossing the river there is a low, grassy range of hills for about 30 miles. Then they abruptly end, and before you lies the Yakima Valley, parcelled off in neat sections.

After an hour of this, there's a brief climb through foothills and then we entered lush forestland, complete with pines and tumbling white water. This all too soon transcends to a semi-desert area along the Okahogan River, and continues pretty much the same into Canada. I was much impressed by the state, ore more correctly, the area seen on Highway 97. There were no large, mountainous portions as in California to cross.

I believe that runs such as this expose the quality features of the BMW.

Thomson's first campsite after a 100-mile run in 24 hours. Spot is located 50 miles past the Canadian border at Lake Okanagan.

There are many motorcyclists who rate a bike solely on speed, which I feel is rather shallow thinking. The R-27 is smoother than any vertical twin I've ever ridden, excluding a few two-strokes. And although only a 15-incher, it has enough weight for a smooth, non-fatiguing ride.

Well, after logging over 800 continuous miles on the speedo, the "let's make it" group. And while this in-battle was being waged, we rolled up to Canadian customs.

Border Conversation

Here we stopped. A young man, dressed as a fireman, stepped up for the checkout. "Where are you bound for?" says he. "Anchorage," says I. "How much money do you have?" says he. "Eighty-five dollars," sayd I. "Let me see it," says he. "Here tiz," says I, taking off my outer pair of pants to get at my wallet. He looked, and after marking down the make of the bike and the size of the cannon I was hauling, I was off.

We were exuberant, the bike and I. The day before at this time I had been in the sack in Sacramento. And here I was in Canada. We pushed on to the city of Penticton, and a few miles past, stopped at a terraced campground on the shore of Lake Okanogan. The odometer read 997 miles since Sacramento. I occupied one of the few remaining campsites, as there were more than sixty parties already there.

Time To Rest

This was my first encounter with a Canadian campsite, and I will say the Canadians are a few jumps ahead in providing facilities for campers. Every camp I stopped at in B.C. or the Yukon had fireplaces, tables, fresh water and firewood. But the important point is that these campgrounds are along main highways where they can be used by travelers.

Well! After finding my spot, I hastily set up the tent, built my cooking fire. and then walked down to the lake for a swim. I found it too cold for my liking, so returned to my camp and pumped up the air mattress. While inserting the mattress in the tent, it got snagged on a nail on the tent pole and was holed. Never was I successfully able to patch it as it was plastic. Damn those Blue Chip stamps.

Next day I was up late – as usual. Breakfast usually consisted of hot tea and something cold, with bread. This takes no preparation time and while the teapot came to a boil I could roll the tent and pack up the other gear.

From the campground I went five miles to the town of Peachland. My object in stopping here was to change my American money into Canadian at the bank. At this time, the Canadian dollar was worth about 92 cents, so I exchanged $20, then did some shopping, topped up the tank and was off.

Because of my previous day's run I was pooped, and would stop whenever I had the slightest urge. This turned into a day of stopping at lookout points, pausing for milkshakes, etc.

The run up to Kamloops was through countryside green with trees, dotted by lakes and the whole bit. At Kamloops, I stopped to change oil, and foolishly put in 20-40 instead of the straight 30 to R44 I usually use. From Kamloops to Catch Creek is about sixty miles. The countryside quickly turns dry and looks like it's near Las Vegas. Catch Creek isn't a town in the usual sense, but a flock of gas stations with a store or two at the road junction. On the run to Catch Creek the bike got so hot it came close to seizing, and I was forced to stop half an hour and let it cool.

I stopped for the night at Lake La Hache campground, 100 or so miles north of Catch Creek. The bike and I had only run 350 miles for the day. Was up late, but sure had a nice sleep. Had tea in the morning and hit the road. We hadn't gone a good five miles when a bolt holding the license plate fell out. This "mechanical difficulty" was put right at the next station for a dime.

We were soon back on the road, and by 1:30 p.m. had made it to Prince George. To my surprise, there was a Safeway Food Store here, a chain that has been in California for many years. As it turned out, stopping to shop turned into a hangup, as friendly Canadians wanted to jabber. I couldn't control my impulse buying, and upon exiting had a major packing job, surrounded by curious kids.

After hitting a rut and flying off into a five-foot ditch, the author recovered his machine with the help of Canadian passers-by, and found the only extensive damage was to the fairing. After a few adjustments, on he went.

Trouble Time

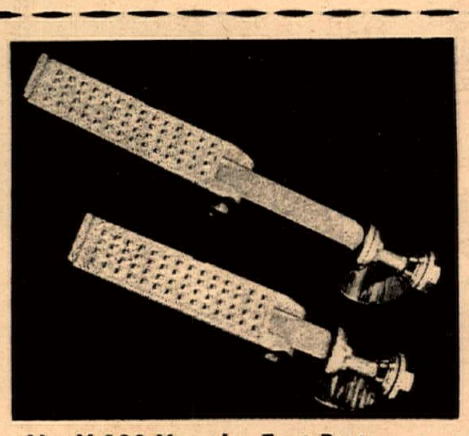
After answering all questions, we were away. Twenty or thirty miles out of the town the road began to decay. The last 700 miles had been two-lane, but now the road had the appearance of not being fixed for ten years. Soon after this, the paving ended – I mean there was no more road. What remained was like a plowed field intermixed with 5-inch stones.

I leaned the bike against a tree, ate an apple, and thought of my plan of action. Out of the dark recesses of my brain came the words, "With speed you have control," uttered by a TR-6 rider. So, after tightening the steering damper, I rushed into it in second gear.

As we were coming to the end of the section the front wheel went into a rut. There began a series of front fork oscillations that soon told me I was going on my head. Instead of flopping on the road as I expected, we went flying off into a five-foot ditch. I came to my senses, partly under the down-side-up bike. But soon the flagman, and occupants of the waiting cars, were upon me.

The bike was unhurt, but my fairing was wasted. I had a sore knee and a few small cuts, but nothing I couldn't put up with. The crowd of Canadians helped drag the BMW back up onto the road. And after a few adjustments we were off. Again.

(Conclusion Next Week)



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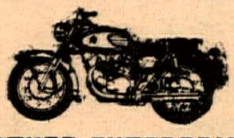

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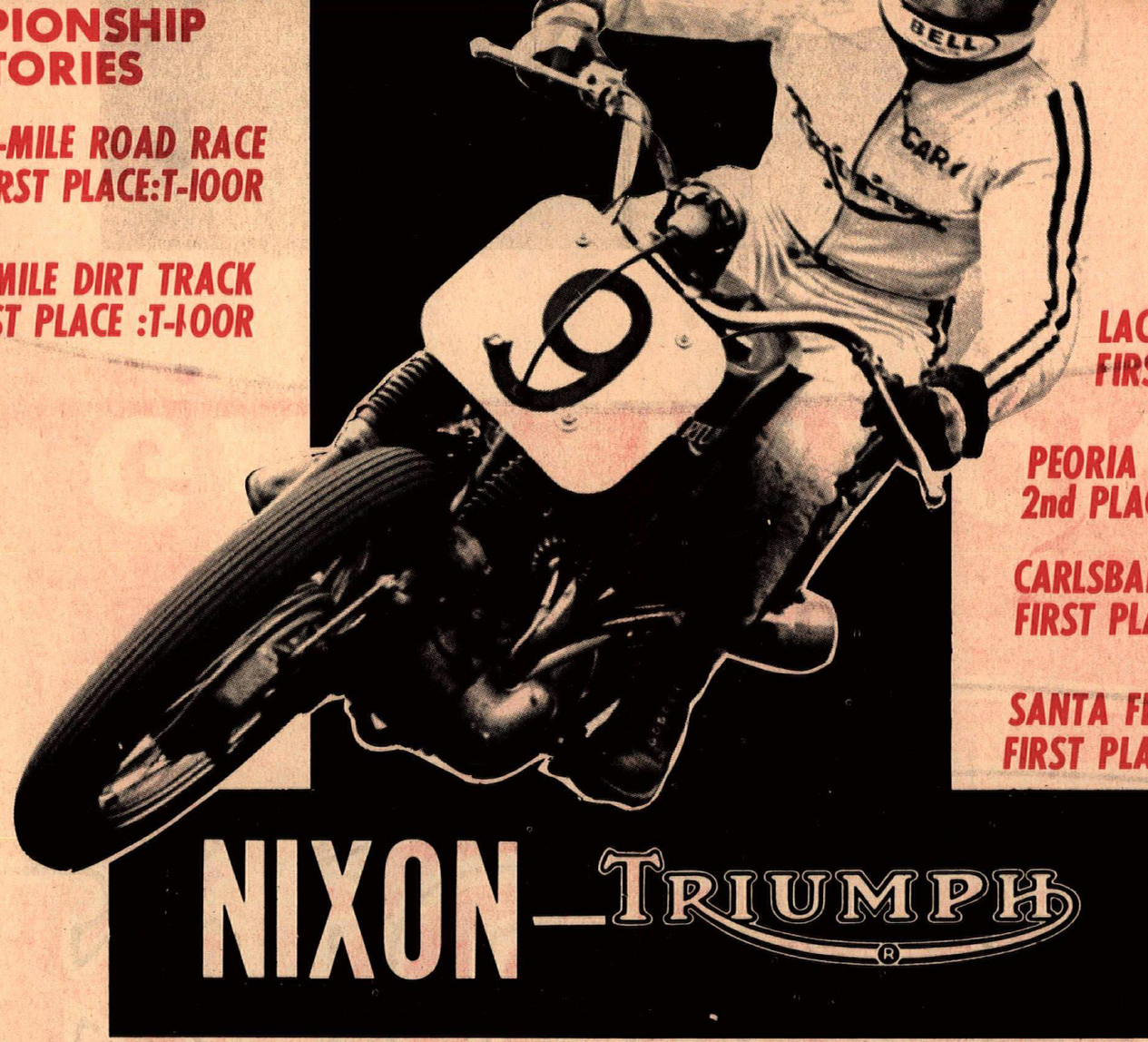

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FIRST PLACE:T-100R

PEORIA 20-LAP TT
2nd PLACE:BONNEVILLE

CARLSBAD 75-MILE ROAD RACE
FIRST PLACE:T-100R

SANTA FE 25-LAP SHORT TRACK
FIRST PLACE:TIGER CUB

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ORANGE COUNTY SPEEDWAY

Photo by Bob Krips

Orange County 100cc Trophy Dash winner Russ Robinson (2), later entered 500cc BSA in a special Open Class race which he also won.

Wednesday night, Sept. 20 saw an old time rider and friend of the ACA come into the winner's circle in the 250cc Main Event, Bill Cody from Laguna Beach, Bultaco mounted. Bill had a real scramble on his hands to beat out the Trophy Dash winner #14 Sal Acosta. Sal and Bill changed positions several times in the 15-lap Main with Bill coming out ahead. Hot behind the two front runners was #278 Jeff Jahns on a Ducati, followed closely by Chuck Saxton, Honda mounted.

In the 100cc Main Event, last year's 100cc champion, in hot pursuit of this title again this year, was #2 Russ Robinson on his Suzuki. Russ wasn't quite as fortunate in the 100cc Trophy Dash, finishing second to #36 Dave Aldana from Santa Ana, also Suzuki-mounted. Dave has really come up a long way this year and is showing fine class. He gave a demonstration on a 500cc BSA and did a very excellent job on the quarter-mile course. We look for Dave to move up into the bigger class next year. Right behind Dave came Ron Taylor on a Yamaha. Earlier this season, Ron was almost unbeatable, but Dave Aldana and Russ Robinson started finding the groove and have been a real challenge to Ron through the latter part of the season.

Last week showed what it is hoped will be a trend in the future, a real interest in the Open Class event, with quite a few open class machines coming out to the course. It is amazing how well the 500cc and Open machines get around the quarter-mile course. There was a special event held for them and the eventual winner was #2 Russ Robinson on a BSA, followed by Puffy McGowen, also BSA-mounted. We hope we can interest more in this Open Class event in the future.

Don't forget for exciting short track racing for both the rider and the spectator; it's every Wednesday night at Orange County Speedway.

(Results on page 16)

'VIVA' MONTESA SUPERBIKE

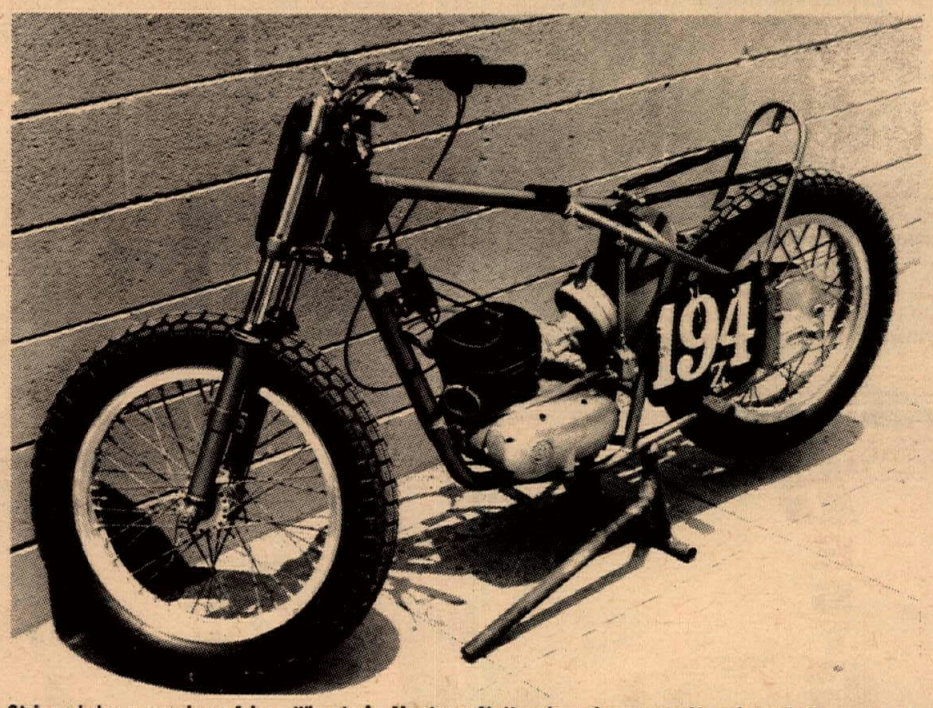
Story and Photos by Bill Pettigrew

Lee Wheeler is one of the hardest charging Novice 250cc riders at Ascot, an observation held by many of the regular Friday night Southern California group. Although many of racing's misfortunes have been bestowed upon this young racer such as; having to finish the Main without an exhaust pipe; or having the ever-present Ascot wall drive his shift lever through his foot, plus a few of the other annoying incidents, he is still in the top ten in point standings.

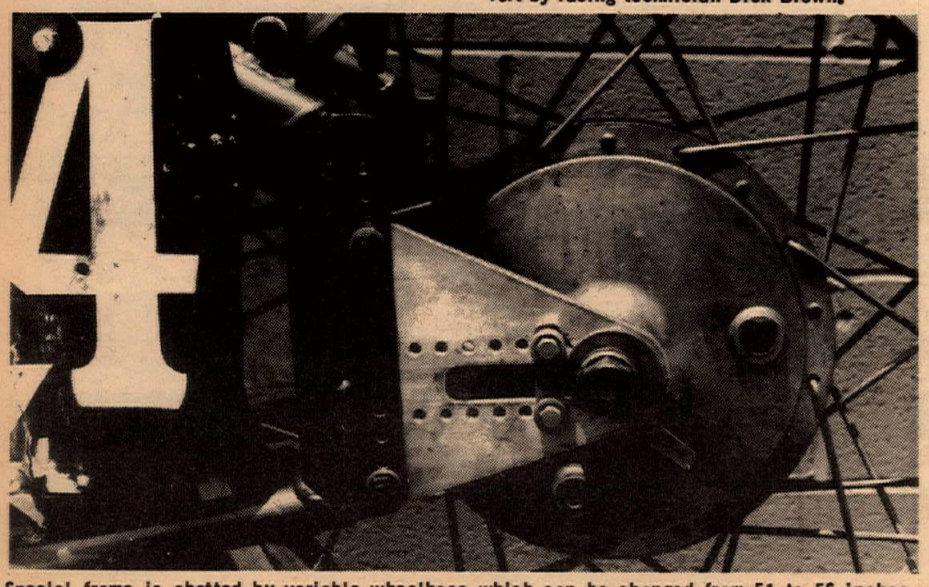
A Handler

Colorful as the rider may be, if his machine doesn't handle or go it's most assuredly a lost cause. Wheeler's Montesa flattracker is a fast, very good handling machine. Through the efforts of the distributors' head racing technician, Dick Brown, the "Superbike" (as it is affectionately known) was formed. Dick built the rig from the ground up using all his knowledge and skill as rider, machinist, and tuner.

The frame is of particular significance. Through radical design changes the bike now has a variable wheelbase of 51 inches to 56 inches. There are not only horizontal changes available but also vertical, for each different track or type of racing.



Stripped-down version of Lee Wheeler's Montesa flattracker shows results of much time and effort by racing technician Dick Brown.



Special frame is abetted by variable wheelbase which can be changed from 51 to 56 inches. Vertical setup can also be altered to adjust to track conditions.

Although BHP ratings were not available at the time of printing, it's plain to see the machine is competitive. It employs a 34mm carb with remote float.

Wheeler's flattracker, finished in a beautiful candy apple paint job, is yet another example of the fierce battle for that little bit more speed or a little bit better handling that rages at flattrack events across the country.

No Comparison

Europe has its various types of racing but none compares to the fantastic speed and ability displayed on Friday nights here in Southern California. As one European was heard to say at a recent Ascot event, "They're either crazy or have one helluva lotta guts", to which the reply was..."Both."

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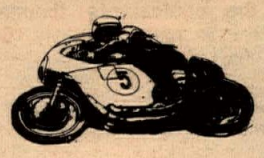
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POKER RUN WITH THE MARRIED WHEELS

Photos and Story by Robert O. Fee

One hundred and seventy-seven road riding motorcyclists turned out Sunday morning, September 17th for the 2nd Annual Married Wheels Poker Run. The riders met at the Suzuki Sport Spot in Ontario, Calif., under low clouds and fog and enjoyed coffee and donuts, courtesy of Jay Dosh.

The 89-mile route led the cyclists southeast to the first check point near Norco. Another check was found near Riverside after traveling 43 miles of winding roads. About two miles south of Healey's Corner on Sierra Avenue, the riders found check #4. From there it was a short eight miles to Lloyd's Lakes and Sportsman's Park in Lytle Creek Canyon where the run ended.

Plenty To Do

The early arrivals found many activities such as swimming, ping-pong, volleyball, boating and fishing to occupy their time until the Wheels started the games at 1 p.m.

Games using the motorcycles started the afternoon's activities. First off was the Shalom, using old auto tires spaced 12 feet apart as pylons. Not too many of the contestants were able to make it through without touching their feet to the ground. Some of the cyclists were dismayed to learn that this game will be part of the test for the motorcycle driver's license when it becomes law – only the pylons will be 11 feet apart.

Everyone made it through the plank ride with the strings about 18" apart. However, when the Wheels narrowed the width to 6", the smaller bikes really aced out the big Harleys. Some of the big-twin riders showed excellent control of their mounts traveling down the narrow path with only a half-inch to spare. The winner, Mickey Herod on a Honda, had three times that much room.

Edwin Cozad, riding a Mustang, took the slow race, beating out Herod and Lance Mehus.

All of the contestants thought the Married Wheels had taken the time to hard-cook the eggs used in the egg race; Ha-Ha-Haa. Ed Cuzad was the first to realize the truth. He only had four whole eggs in his shirt when he finished the run after picking up five. Mickey Herod won the event holding five whole ones when he finished.

It's a narrow plank for the big Harley.

Ames Wins Own Trophy

A water race, bean toss and greased football comprised the personal games after which the trophies were awarded. Sherman Ames of Pomona Harley-Davidson donated a trophy and then won it with a high poker hand for the sidecar class. Other winners were:

Gene Wolf	Shalom:
Bob Decker	Water Race:
Lance Mehus	Bean Toss:
Mike Evans	Sweepstakes:
Tom Gemmel	2nd sidecar:
Donald Garner	Bean Count:
Marge Boinott	Female solo:
Bill Miller	Male solo

The Wheels didn't try to split themselves giving away trophies. Many of the winners packed home loot, most of it oil. It was obvious that a lot of hard work and preparation went into the Married Wheels' 2nd Annual Poker Run and all of the riders seemed to enjoy the Creek.

Married Wheels' trophy winners were Bill Miller (Male Solo), Jody Miller (Passenger), Dorothy Eldredge (2nd Passenger), Patrick Evans (Sweepstakes), Marge Boinott (Girl Solo) and Odie Porterfield (2nd Male Solo).

Second annual Married Wheels Poker Run attracted 177 road riding motorcyclists into Sportsman's Park at Lytle Creek. The group began their jaunt from Suzuki Sport Spot in Ontario (Calif.) and rode a winding 89-mile route to the finish.

SCIENTIFIC SNIPE HUNT SCHEDULED

An important and far reaching scientific discovery has been made in the City of California City according to Mayor James Riley. In addition to the many other attractions of this planned desert community, a year long study has revealed California City to be one of the two known places to contain the legendary and elusive animal, the Snipe.

Two varieties of Snipe have been identified and classified by the Snipe research team. They are the Snipeus Verde (Green Snipe) and Snipeus Oro Gigantus (Great Golden Snipe). The extensive Snipe research began a year ago when one of the Park and Recreation Department greenskeepers discovered the two species of Snipe during the early morning hours.

Research has uncovered the following about the Snipe:

(1) It is nocturnal.
(2) It lives under ground.
(3) It is communal.
(4) It rarely leaves its underground home. It is known only to appear above ground the first Saturday in November, which is said to be the darkest night of the year.
(5) It is furry and about 3" long.
(6) It has a high level of intelligence.

This is all that was able to be determined from the two captured species prior to their escape. In order to further study of the Snipe the First Annual International Snipe Hunt will be held in California City on November 4, 1967. The purpose of this hunt will be to capture Snipe for scientific study. All Snipe hunters are invited to participate in this event. Official equipment for Snipe hunting is a flash light and gunny sack. No fire arms, weapons or trapping devices will be permitted. Official Snipe hunting license may be obtained from the City Parks & Recreation Department after September 30, 1967. Contact: Roy Savage, Jr. Director of Parks & Recreation, phone 373-4884, Box 426, California City, California 93501.

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RESULTS

All results unofficial unless otherwise noted.

9-MILE NATIONAL CHAMPIONSHIP
Oklahoma City, Okla., Sun., Oct. 1, 1967

18-LAP EXPERT FINAL

1.	Fred Nix, Lawton, Okla.	H-D
2.	Gary Nixon, Baltimore, Md.	Tri
3.	Sammy Tanner, Wilmington, Cal.	Tri
4.	Geo. Roeder, Monroeville, Ohio	H-D
5.	Dick Mann, Schenectady, N.Y.	BSA
6.	Cal Rayborn, San Diego, Calif.	H-D
7.	Bob Sholly, Camp Hill, Pa.	Tri
8.	Neil Keen, Pasadena, Calif.	BSA
9.	Sid Carlson, Seattle, Wash.	BSA
10.	Roger Reiman, Kewanee, Ill.	H-D
11.	Jim McMurren, Nestor, Calif.	H-D
12.	James Henry, Houston, Texas	BSA

14-LAP AMATEUR FINAL

1.	Dick Woods, Topeka, Kans.	H-D
2.	Gary Waldo, Long Beach, Cal.	H-D
3.	Danny Dysart, Ponca City, Okla.	H-D
4.	Ken Bright, Ponca City, Okla.	BSA
5.	Don Droud, Lincoln, Nebr.	Tri
6.	John Franklin, Mazon, Ill.	H-D
7.	Bentley Hardwicke, Duncnville, T.	BSA
8.	Dwane Walker, Shawnee, Okla.	Tri
9.	L.Moniz, Jr., E.Providence, R.I.	H-D
10.	Gary Corpian, Abilene, Tex.	BSA

TROJAN SPEEDWAY SHORT TRACK & T.T.
Thursday, Sept. 29, 1967
By Maureen Lee

TT EVENTS

100 JUNIOR MAIN

1.	Joe Biedenbach	Bul
2.	Dale Hopkins	Hod
3.	Herndon George	Yam
4.	Ken Martin	Hon
5.	Eric Jensen	Hod
6.	Ted Roupin	Hod

100 SENIOR MAIN

1.	Gary Bailey	Hod
2.	Tom Warren	Bul
3.	Jim Arledge	Yam
4.	Ed Strand	Hod
5.	Bob Watson	M-B
6.	Stan Rogers	Hon

TROPHY DASH

1.	Gary Bailey	Hod

POWDER PUFF

1.	Kelly Struble	Hod
2.	Daria James	Hon

SHORT TRACK EVENTS

100cc MAIN

1.	Paule Wilde	Yam
2.	Joe Biedenbach	Bul
3.	David Quiroz	Gil
4.	Bill Potts	Hon

250cc MAIN

1.	Lee Stumpenhaus	Bul
2.	Stan Rogers	Bul
3.	Tom Warren	Bul
4.	Gary Bailey	Gre

BAY MARE TT SCRAMBLES
Sun., Oct. 1, 1967

100cc MAIN

1.	Bert Severy	Bri
2.	Linus Beall	Bri
3.	Ron Typer	Hon
4.	Ken Runyard	M-B

200cc NOVICE MOTO

1.	Linus Beall	Bri
2.	Chuck Parkinson	Mon
3.	Del Hunt	Bul
4.	Charles Gann	Bul

200cc AM/EXP. MOTO

1.	Old Man George Omo	Mon
2.	Tom Warren	Bul
3.	Marty Endless	Hon

250cc NOVICE MAIN

1.	Jim O'Neal	Bul
2.	Al Rolland	Bul
3.	Jeff Robin	Mon
4.	Allen Reed	Suz

250cc AM/EXP. MOTO

1.	Jim Bassey	Suz
2.	Marty Endless	Hon
3.	Old Man George Omo	Mon
4.	Nick Verardo	Mon

300/500 MOTO

1.	Chuck Berry	BSA
2.	Ronnie Rondell	Mai
3.	Tom Schmidt	Hon
4.	Ed Young	Hon

650 NOVICE MOTO

1.	Marlon Ziel	Tri
2.	Gary Herwick	Tri
3.	Bob Lewis	H-D
4.	Bill Potts	Tri

650 AM/EXP. MOTO

1.	Jim Bassey	H-D
2.	Bob Martinsen	Tri
3.	Buddy Carter	Tri
4.	Bob Ward	Tri

ASCOT HALF-MILE
Friday, Sept. 29, 1967

15 LAP EXPERT

1.	Dan Haaby	BSA
2.	Sammy Tanner	BSA
3.	Mel Lacher	H-D
4.	Chuck Jones	BSA
5.	Ralph White	BSA
6.	Jim Nicholson	Tri
7.	Dewayne Keeter	BSA
8.	Ron Kruseman	BSA
9.	Tim Harris	BSA
10.	Shorty Seabourne	BSA

8-LAP NOVICE FINAL

1.	Rick Durkee	Suz
2.	Dave Smith	H-D
3.	Rick Ellisarras	Suz
4.	Steve Pederson	Kaw
5.	Joe Hamilton	Yam
6.	Ken Lighthouse	Yam
7.	Bill Cody	H-D
8.	Cal Rader	H-D
9.	Ralph Acosta	H-D
10.	Lee Wheeler	Suz

10-LAP AMATEUR FINAL

1.	Phil Todd	BSA
2.	Joe Brown	BSA
3.	Gary Waldo	H-D
4.	Lenny Earl	H-D
5.	Carl Patrick	Tri
6.	Harry Buchner	BSA
7.	Jan Crawford	BSA
8.	Ron Lacher	BSA

ENSENDA EL SCRAMBLES GRANDE
Ensenada, Mexico Sat. & Sun., Oct. 1, 1967
By Joe Lopez

SATURDAY'S RACES

100cc NOVICE

1.	Ron Burpo	Hod
2.	Jos.E.Biederibach	Bul
3.	Joe Peuder	Bul

100cc AM-EXP.

1.	Keith Mashburn	Bul
2.	Jack Morgan	Hod
3.	Gary Bailey	Hod

175cc NOVICE

1.	James LeBlanc	Bul
2.	Robert D. Rice	Bul
3.	Tom Shumard	Bul

175cc AM-EXP.

1.	Frank Wheeler	Hod
2.	DeWayne Keeter	Mon
3.	Morty Gomez	Gre

250cc NOVICE

1.	Jim Beres	Bul
2.	Skip Welty	Bul
3.	Gary McElrath	Bul

250cc AM-EXP.

1.	Preston Petty	Gre
2.	Gary Bailey	Gre
3.	DeWayne Keeter	Mon

350cc NOV-AM-EXP.

1.	(A) Mark Gooding	Mai
2.	(E) Jack Morgan	Hod
3.	(N) Frank Wheeler	Hod
4.	(N) Dennis Tomey	Hon
5.	(N) Larry Willet	Mon

SUNDAY'S RACES

SIDEHACKS

1.	James LeBlanc & John Burns	Bul
2.	Mike Parti & Jim Moffitt	Tri
3.	Don Kemp & Joe Gardner	BSA
4.	Jerry Person & Gary Weber	Tri

500cc NOVICE

1.	Gary McElrath	Bul
2.	W.C. Hatfield Jr.	Tri
3.	Mike Harrison	Duc
4.	Tom Carter Jr.	Tri
5.	Ed Martony	Mon

500cc AM-EXP.

1.	Preston Petty	Mai
2.	John DiSimone	BSA
3.	Ken Sparkman	Tri
4.	Bob Ewing	BSA
5.	Ron Rodarte	BSA

650cc NOVICE

1.	Bob Nicholson	Tri
2.	Chuck Sugar	BSA
3.	Pat Gonther	Tri
4.	R. Scott Croy	Tri

650cc AM-EXP.

1.	Doyle Fields	Tri
2.	Mike Van Acker	Tri
3.	Al Holley	Tri
4.	Ken Watkins	Tri
5.	Marvin Steele	Tri

SWEEPSTAKES

1.	Preston Petty	Gre
2.	Ken Watkins	Tri
3.	Doyle Fields	Tri
4.	Mike Van Acker	Tri

TEAM TROPHY: Checkers M.C.

Total Entries: 180

IRWINDALE DRAG RESULTS
Friday, Sept. 29, 1967

TOP BIKE:	Joe Smith	H-D	10.83
	Don Harris (split purse)	Tri	11.02
JR. BIKE:	Jerry Nance	Tri	12.18
	Steve Rowles (split purse)	Suz	12.18
TOP STREET:	Harry Couch	Tri	13.10– 99.77

ORANGE COUNTY DRAG RESULTS
Sat., Sept. 30, 1967

BRACKETS:		
#1 – Joe Smith	H-D	10.47–128.93
#2 – Art Houston	Suz	12.06–107.39
R.V. Art Houston	Tri	12.25–109.09
#3 – Leonard Sciacca	BSA	13.60– 97.00
R.V. Dick Strickland	BSA	13.09–103.89
#4 – Tom Grant	Suz	15.08– 87.12

LIONS DRAG RESULTS
Sat., Sept. 30, 1967

AA/ST: – Speedy High	H-D	13.56– 99.11
B – Leonard Sciacca	BSA	13.56– 98.56
D – Franz	Yam	15.99– –
E – Stan Smith	Kaw	15.37– 83.64
F – Brick Price	Hon	17.78– 72.05
MOD. STREET:		
AA – Dean Lanza	H-D	13.00–106.00
B – Dick Strickland	BSA	13.03–102.50
D – Jack Murphy	Suz	13.33–100.44
F – Jim Schuge	Hon	19.91– 61.43
GAS:		
AA – Greg Alvarez	H-D	12.88–104.04
B – American Speed Cycle	Nor	12.21–108.78
SUPER BIKE:		
Bruce Miller	H-D	10.96–120.64

TELL THEM YOU SAW IT IN CYCLE NEWS

LIGHTWEIGHT CLUB POINT STANDINGS
As Of September 10, 1967
By Maureen Lee

Lightweight Inc.	2889
Orange County M.C.	983
Powder Puff	833
Four Aces	708
Rams	697
California Gophers	590
Scramblers	577
Prospectors	529
Shamrocks	491
Riverside Bombers	469
Perris Valley	393
StumpJumpers	322
Bast Racing Team	207
Treadmen	151
Simi Valley	147
Hilltoppers	137
Sinners	92
Spokebenders	70
Buzzards	65
Hawthorne Gophers	56
Antelope Ramblers	55
Sportsmen	55
California Squirrels	52
Grayhounds	50
Jackrabbits	48
Hapco Racing Team	43
Barstow	37
Coachilla Valley	23
Viewfinders	20
North L.A.M.C.	19
Gripsters	16
San Gabriel	14
Las Vegas Valley	13
Checkers	8
Dirt Diggers	6
Los Padres	6

FORST RANCH MOTO-CROSS Castaic, Calif.
Sun., Oct. 1, 1967
By Maureen Lee

100 CLASS

1.	Gary Bailey	Hod
2.	Ed Strand	Hod
3.	E.C. Birt	Hod
4.	Roger Twedell	Hod
5.	Jeff Creager	Hod
6.	J.M. Connolly	Hod

250 CLASS

1.	Ronnie Nelson	Mon
2.	Jimmy Stein	Hus
3.	Gary Conrad	Gre
4.	Walt Axthelm	Suz
5.	Tim Hart	C-Z
6.	Lon Peterson	Mai

350 CLASS

1.	John Maynard	Hon
2.	Dennis Rempel	Hus
3.	Dennis Jackson	BSA

500 CLASS

1.	Gary Conrad	Gre
2.	Walt Axthelm	C-Z
3.	Steve Hurd	Mat
4.	J.N Roberts	Hus
5.	Mike Patrick	C-Z
6.	Ronald Fry	Hus
7.	Chuck Nelson	Hus
8.	Ray Sledge	C-Z

OPEN CLASS

1.	John Bedford	Tri
2.	M.W. Freeny	Tri
3.	Lon Peterson	Tri
4.	Robert Trocano	–

CYCLELAND
Chico, Calif. 9-16-67
By Carolyn Richards

100cc CLASS

1.	Francis Ladara	Hon
2.	Steve Goff	Kaw
3.	Dennis Mayhew	Hon

200cc CLASS

1.	Dick Turner	Hon
2.	Mike Rockwell	Hon
3.	Loren Boelman	Bul

250cc CLASS

1.	Miles Anderson	Hus
2.	Dick Airozo	Kaw

SCRATCH RACES

100cc CLASS

	Steve Goff	Kaw

200cc CLASS

	Dick Turner	Hon

250cc CLASS

	Mile Anderson	Hus

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ENTRY $4.

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FOR INFORMATION CALL (702) 384-3024

PERRIS SCRAMBLES
Sat., Sept. 30, 1967

100 NOVICE
1. Bob Traavenberger — Kaw
2. Dale Lundberg — Hod
3. Chuck Clayden — Hod

100 EXPERT
1. DeWayne Lundberg — M-B
2. David Aldana — Suz
3. Kurt Lewis — Hon

200 AM/EXP.
1. Ron Killengsworth — Bul
2. Ron York — Bul
3. Robert Wamboldt — Bul

250 NOVICE
1. Bob Traavenberger — Kaw
2. Eddie Hedson — Bul
3. James Townsen — Bul

250 AMATEUR
1. Jack Holt — Mon
2. Morris Wright — Bul
3. Mike Bradley — Suz

250 EXPERT
1. Bill Cody — Bul
2. Ron Moore — Bul
3. Jess Willis — C-Z

350 CLASS
1. Bryon Krfnek — Kaw
2. Lance Curtis — Hon
3. Bob Bowen — BSA

500 NOVICE
1. Clint Arrowwood — Tri
2. Otis Wells — Tri
3. Kenny Distler — Tri

OPEN NOVICE
1. Nat McAllister — Tri
2. Edward Tombyll — Tri
3. Bob Webb — BSA

OPEN AMATEUR
1. Jim Peterson — BSA
2. Gorg Jones — Tri
3. Dwight Harlo — BSA

OPEN EXPERT
1. DeWayne Jones — ACF
2. Bill Manley — BSA
3. Mike Posey — BSA

SWEEPSTAKES
1. Bill Cody — Bul

ELSINORE TT
Sat., Sept. 23, 1967

By Don Wallen

100 NOVICE
1. D. Damron — Hod
2. J. Dunn — BSA
3. M. Tossau

200 NOVICE
1. D. Voll — Bul
2. B. Speier — Bul
3. R. Burkert — Bul

250 NOVICE
1. E. Shinault — Hus
2. D. Engstrand — Kaw
3. G. Lane — Bul

350 NOVICE
1. R. Marquis — Hon
2. J. Wahl — Hon
3. J. Curre

500 NOVICE
1. B. Reams — Tri
2. T. Parnell — BSA
3. R. Marquis — Duc

OPEN NOVICE
1. L. Mitchell — Tri
2. P. Shepherd — Hus
3. D. Parnell — BSA

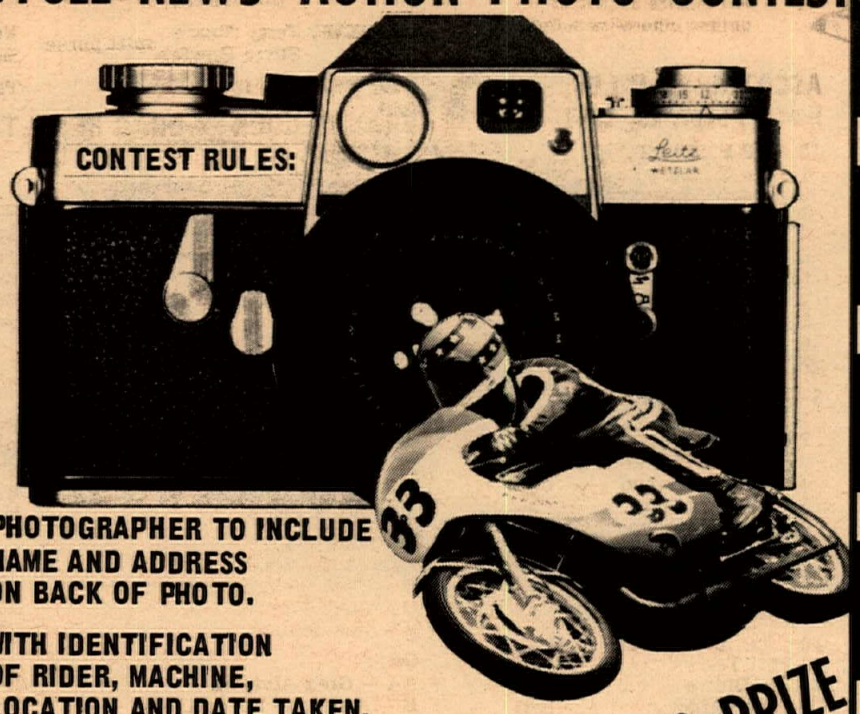
100 EXPERT
1. T. Warren — Bul
2. G. Bailey — Hod
3. J. Dunn — BSA

250 EXPERT
1. G. Bailey — Gre
2. T. Warren — Bul
3. L. Taylor — Bul

350-500 EXPERT
1. J. Flores — Tri
2. J. Hart — BSA
3. R. Timmons — Hon

SWEEPS
1. R. Voll — Bul
2. J. Flores — Tri
3. G. Bailey — Hod

CYCLE NEWS ACTION PHOTO CONTEST



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LEGISLATIVE NOTEBOOK
CACTUS DERBY ENDURO
ENSENADA EL SCRAMBLES GRANDE
NORTHWEST CROSS-COUNTRY RACE
. . . . . AND MORE!

TROJAN SPEEDWAY
Thursday, Sept. 21, 1967

By Maureen Lee

TT EVENTS

100cc JUNIOR MAIN
1. Jim Connolly — Hod
2. Don Eide — Hod
3. Dennis Noll — Hon
4. Steve Holladay — Hod

100cc SENIOR MAIN
1. Tom Warren — Bul
2. Gary Bailey — Hod
3. Al Baker — Yam
4. Eric Jensen — Hod

250cc JUNIOR MAIN
1. Jim Connolly — Gre
2. Jim O'Neal — Bul
3. Bill Fulton Jr. — Hon
4. Bernie Trujillo — BSA

250cc SENIOR MAIN
1. Stan Rogers — Bul
2, Lee Stumpenhaus — Bul
3. Bill Fulton — Bul

POWDER PUFF MAIN
1. Kelly Struble — Hod
2. Diane Connolly — Hod
3. Elene Long — Hon
4. Mary Harnisch — Hod

TROPHY DASHES

100cc T.D.
1. Steve Scott — Bul

250cc T.D.
1. Lee Stumpenhaus — Bul

SHORT TRACK EVENTS

100cc MAIN
1. Tom Warren — Bul
2. Gary Bailey — Hod
3. Jim Connolly — Hod

250cc MAIN
1. Lee Stumpenhaus — Bul
2. Stan Rogers — Bul
3. Jim Connolly — Gre

TROPHY DASHES

100cc T.D.
1. Tom Warren — Bul

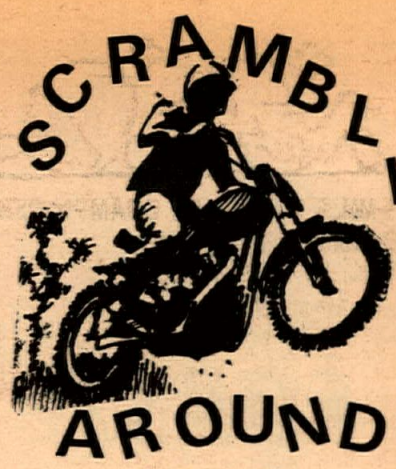
250cc T.D.
1. Jim Connolly — Gre

RIVERSIDE ENDURO RELAY
Riverside, Calif.
Sun., Sept. 24, 1967

By Joe Timmons

*1. Red Thomas and Rich Miathis
*2. Ralph Luhm and Frank Frank Vallefuoco
*3. C.L. Mackie and Fred Mendez
*4. Steve Paul and Ron Hester
*5. Bob Yelinek and Jim Tripp
6. John Welborn and Larry Welborn
7. Bill O'Neill and Bill Davis
8. Gary Bosler and Rod Sellers
9. Steve Odell and Cobb Koek
10. Gary Downing and Neil Doty
11. Bill Williams and Rodger McKracken
12. Tom Walton and Joe Fahrnkopf
13. Bill Thompson and Bill Ezzell
14. Ray Carvajal and Gene Hester

*Denotes Trophy Winner



By Maureen Lee

A real short column this week. Do you know there are only nine more scrambles 'til the end of the season? If you have your eyes on a low plate number, you'd better plan to make them all. The nine races, by the way, do not include Corriganville as we don't know how the points will be paid for that and as for the rest of them, there's always a chance a club will cancel out at the last minute.

The battle for the Number One plate is still hot and heavy in the lightweight class. We understand that Kirk Mc Dowell is currently holding the No. 1 spot but Jim Connolly and Hayward Mendenhall are still determined to give him a battle. John Rice is leading the race for No. 1 heavyweight with Ben Fakkeldy running second. As for club standings, the California Gophers are as usual holding the No. 1 heavyweight club spot and the Lightweights M.C. are so far ahead that no one in the light brigade could possibly catch up to them.

Mentioning Corriganville a few lines before reminds us to pass along some information. The 250cc Novice class is filled. The Dirt Diggers are holding onto a few applications from that class to fill up the Amateur 250cc class if needed (and we bet they won't be needed!) so if you didn't get your entry in in the first day for the 250 Novice, you didn't make it! Our request is that you could save the Dirt Diggers a lot of trouble by NOT sending in an entry for the 250 Novice, because they will only have to send it back.

Some other statistics...they received 300 entries the first day...isn't that fantastic? They figure that right now they have received about 550, and so some of the classes are more than half full already. Confirmed entries will start going out this week. One motorcycle shop sent in a total of 29 entries in one envelope! So in spite of troubles last year and rumors this year, our local riders are still considering Corriganville THE race. After all, it is the last remaining real dirt classic in the U.S. for sporting riders.

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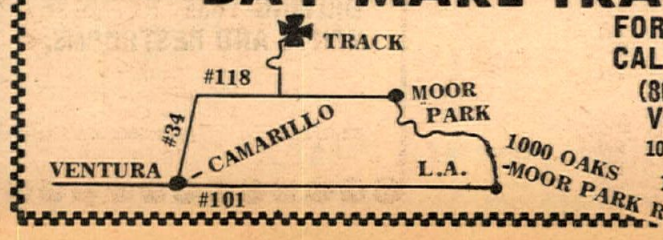
$1.25 Admission
$2 Entry Fee
FIRST RACE starts at 10:30

BAY MARE TRACK



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MOTO-CROSS AT FORST RANCH

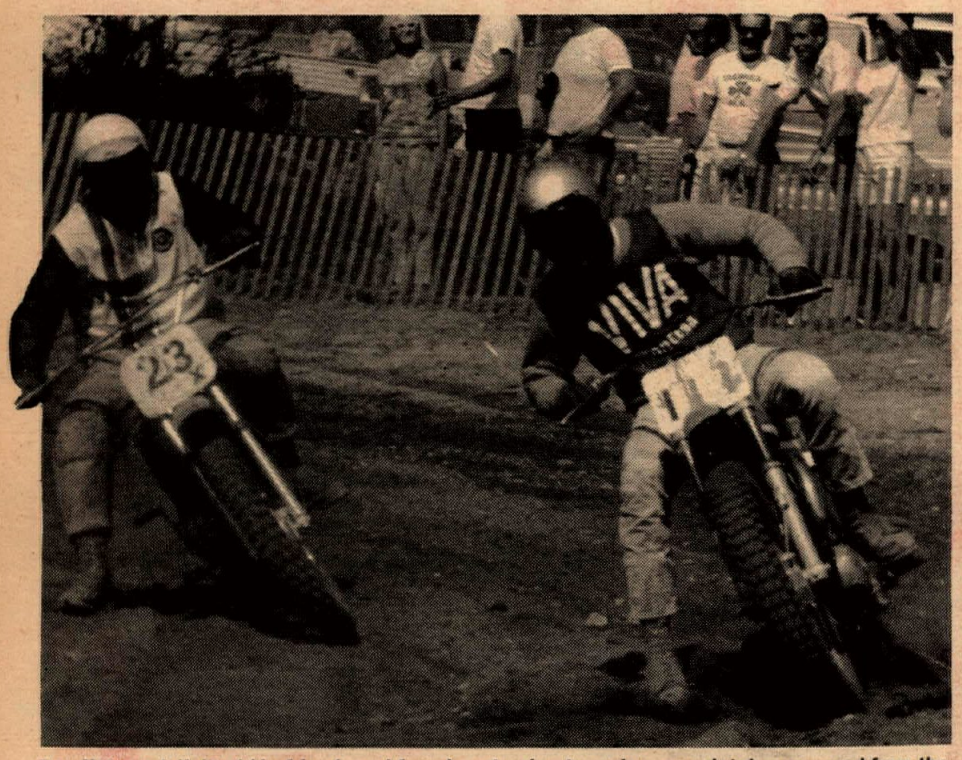
By Maureen Lee

Ron Nelson got himself back into racing with a bang on Sunday, Oct. 1, by winning the 250 class at Forst Ranch aboard a bike we've seen too little of lately, a Montesa.

Ronnie looked tremendous in practice, especially coming up through the sand-wash, but when you looked around at who else was running against him in that class, and considered the fact that this was his first time out in a year and a half after that badly broken leg...it looked like Ron needed all the luck in the world.

Number 36x Ron Fry on a Husky leads the 500cc class out of Forst's first turn and on to rougher things ahead.

(Photos by Maureen Lee)



Ron Nelson delighted his friends and fans by returning to racing, completely recovered from the accident which sidelined him last year. He won the hard-fought 250cc class on a Montesa.

There was the formidable Walt Axthelm aboard a brand-new Suzuki, a truly beautiful little moto-cross machine which turned about to be really fast and finished the day with no troubles at all; Ray McCarty on a Husky; Gary Conrad on Greeves, all the familiar faces were in place on the line and it did indeed look like Ron's work for the day was going to be hard.

Add this excitement in the 250 class to the fact that the event drew 50% more riders than last time, so that there were two divisions in both the 100 and 250 class, the spectators got more than their money's worth!

Bailey Bags 100 Class

Hodaka really wiped the slate clean in the 100 class. It was Gary Bailey's day and even the drive back from running at Ensenada the day before didn't slow him down and in the final 4th moto, he really had a lead! Roger Twedell won his first moto, conked out on the line in the second, but came back to win the third and take 4th over-all in this very hotly contested class. Checker Ed Strand was really wailing but in one earlier moto Jeff Creager was right on his tail. Strand ended up second over-all.

The new section of the course used only for the 100 class seemed to meet with all the riders' approval. Now they don't have to negotiate that big up-hill, but the rest of the course is still true moto-cross. Scrambles rider Hayward Mendenhall (Yamaha) was going great but couldn't keep his front end intact and he finally had to go slower than we know he can!

The 350-Open class ran together with John Maynard on his Honda winning three straight over-all. For a while it looked as if Lon Peterson (Rickman-Triumph) would win the Open Class but he got into trouble in the second moto and ended up third. A pat for the most enthusiastic rider for the day goes to Lon. He rode Ponderosa in the early morning, taking a second, then with his family, rushed over to Forst and rode the Rickman, plus a Maico to 6th over-all in the 250 class! Ah, youth! John Bedford (Triumph) of the Rams took the Open Class and he gets a pat for looking the most pooped rider at the end of his last moto! Going down the hill for the checkered flag on the last round he looked flat done in!

Nelson Does It

And so back to that exciting 250 class. Due to the number of riders, there were two divisions with the real shoes all running in the first section (like Ex-

(Continued on page 21)

A WEEK IN THE LIFE OF HODAKA RIDER GARY BAILEY

Thursday, Sept. 29th
Trojan Speedway
1st PLACE
100cc Senior Main
& Trophy Dash

Saturday, Sept. 30
Ensenada, Mexico
El Scrambles Grande
3rd PLACE
100cc Amateur Expert

Sunday, Oct. 1
ACA Moto Cross,
Castaic, Calif.
1st PLACE
100cc Class

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VIVA! VIVA!

MONTESA

MONTESA

RON NELSON

roars to victory on MONTESA against the toughest competition in the west at the ACA Moto-Cross near Castaic, Calif., Sunday, Oct. 1, 1967!

Welcome Back Ron!

"OLD MAN" GEORGE OMO

does it again at Bay Mare TT Scrambles Track! On his 175cc MONTESA he beats brand X 200's! (Sunday, October 1, 1967)

COLORADO STATE CHAMPIONSHIP MOTO-CROSS 1st GENE GORNNERT won by MONTESA

Gene beat the best riders in the state with his 250cc MONTESA to take the crown.

PHOTOS SHOW RON NELSON IN ACTION ON HIS 250cc MONTESA LA CROSS AT FORST RANCH ACA MOTO-CROSS, ANNOUNCING HIS RETURN TO COMPETITION WINNING THE TOUGHEST MOTO-CROSS OF THE WESTERN SEASON.

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LIGHTS SCRAMBLES ACTION!

By Don Wallen

Seventy riders show up for 100 Novice battle alone! R. Marquis wins 350 Novice battle royal on a Honda that he says is breathing bad! Elsinore prepares for 1st District 37 night point run!

Generally Speaking

The battle of the night, Sat., Sept 23 shaped up as Gary Bailey, Joe Flores and D. Voll ended up in the Sweepstakes with D. Damron on the small Hodaka taking the 50-y3rd advantage. Voll and Bailey got the hole shot on the rest of the field and things were pretty close until Voll picked up the ront of his Bultaco and kept it there until the first turn, gaining about a bike length in the process, as Bailey on the Greeves fought hard to make up the distance on the 2nd lap. Voll and Bailey zapped by D. Damron who was going like the wind, and Joe Flores followed suit, chasing the leaders into lap 4 to nip by Bailey. All this time Voll's many supporters were going wild as were Joe Flores' 6ans, and Bailey's. Anyway, Voll took a well deserved first place, Flores hung on for second and Bailey wound up 3rd.

100 Expert rider T. Warren brought the bacon home in this class after the usual big hassle with Bailey and L. Tylor, who fought so hard that one race was declared a tie between Taylor and Warren. Taylor came over the jump on the last lap with Warren unaware of his last ditch effort to win. It was too close to judge, so Tom Paschall awarded two trophies, one for each. G. Bailey laid it on T. Warren this time for a first in the 250 Expert class as Taylor on his Bultaco chased both of them with vigor all night.

Dennis Kanagoe shows off his unique style of taking the sweeper.

Photos by Manuel A. Burton

350 Novice

The 350 Novice battle was fought hard all night, especially by R. Marquis, riding a Honda he clains is sick. Well, all I can say is motorcyclists are all the same; "speed secrets, speed secrets."

J. Wahl wasn't about to let Rick Marquis put it on him so easily and gave Rick a race to remember. Wahl lost it at the start of one race and was hit, got up and was overhead saying. "Lets go again." and "is the bike O.K.?"

Stuff and Things

R. Burkert and father were out on this night again as they usually are. Rusty got a third in his class on a 200 Bultaco that has been raced three times since Rusty has owned it. J. Hart got second on a 441 he's only raced a couple of times. Consensus has it the night point run on October 7 by the Gripsters will be a great success and I agree. The races were good as usual with a total of 47 events, 137 riders and 600 spectators. So. . . see you all at Elsinore next week.

(Results on 16)

Supporters of D. Voll show enthusiasm over his Trophy Dash win.

Pit activity means cooperation from many hands. Here a Honda gets the treatment.

STINKY SARGENTI OKAY

Red McKeen, well-known Southern California rider who has been competing in the east this summer, crashed at a half-mile event in Henderson, Ky. on Sept. 10, sustaining three broken bones in his arm and three cracked ribs.

His wife, Judy, Cycle News' "Back East" correspondent, reports that Red spent a week in the hospital, is now back in Maryland and feeling okay, but will be out of contention for the rest of the year.

McKeen Out For The Season

"Stinky" Sargenti, reported in last week's issue as having sustained a broken hip at Lincoln, California, was later x-rayed and found to be only badly shaken up. We're glad to report that the damage was less severe than originally thought.

ACA TT & SHORT TRACK

By Maureen Lee

There's a new program of racing at Trojan now. Instead of short track running on Tuesday nights and TT races on Thursdays, both programs will run on Thursday, providing the spectators with a chance to see both kinds of racing for one admission fee. However, go earlier next week as racing will start at 7:30 p.m. instead of 8:00 to give more time for all the action.

This Tursday night's action (Sept. 21) gave the fans all they could want, including two guys making it front wheel and head first into the wall side by side but both walking away.

In the 100cc class the Junior Main was won by Hodaka-mounted Jim Connolly with Don Eide hard after him but unable to close the gap. The real action centered around the riders vying for third through six places with postions being swapped back and forth and Dennis Noll (Honda) eventually getting the drop on the Hodakas ridden by Steve Holladay, Ted Toudin and Mike Toussau.

Warren Wins

The Senior Main went to Tom Warren on a Lobito, riding like he always does, flat out! Gary Bailey (hodaka) took second and Al Baker (Yamaha) third. Stan Rogers on a Honda was really in there pitching but slid out on turn one with Baker on his inside. He re-mounted and headed out after them again managing to end up with 6th over-all.

In the 250 Mains, the Junior went to Jim Connolly again, this time on his Greeves and the Senior to Stan Rogers on a PurSang. The Trophy Dash gold went to two non-main winners to spread things around a little. Steve Scott (Lobito) won the 100 and Lee Stumpenhaus (PurSang) the 250cc.

The weekly Powder Puff Main had Hodakas first and second ridden by Kelly Struble and Diane Connolly, with only four girls making the scene this week.

Pit Action, Too

After intermission a lot of the same riders re-appeared on the track for the short track events after much hasty disassembling of brakes in thepits!

Tom Warren again did'em in in the 100 bash, with Gary Bailey again chasing him but just unable to pull up and really challenge. Warren went on to also win the 100 Trophy Dash.

The 250 Main saw Bill Fulton (Bultaco) really getting the rest of the gang off the line but it wasn't long before Lee Stumpenhaus and Stan Rogers on two more Buls got him, followed by Greeves-rider Jim Connolly, with Stumpenhaus eventually taking the win with a nice lead built up. Connolly walked off with the Trophy Dash. So the "tally" for the evening amounted to three wins each for Connolly and Warren and two for Lee Stumpenhaus.

(Results on page 16)

The best.

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Photos by Maureen Lee

"Hey tuner, you put the drive chain on the wrong wheel! this Greeves rider could be thinking as he executes a forced landing coming off a jump.

Rider number 6, Lon Peterson rode the Ponderosa cross country in the morning and then two classes at Forst.

pert) and the others (Amateur-Novice) in the second. It wasn't long before one realized that this was to be a battle between Gary Conrad (Greeves) and Ron Nelson. Gary is a past master at both Forst and Castaic courses and his Greeves' are always in perfect shape. But before Ron got hurt, he was a master in the desert and remember some of his Corriganville rides on a 500 Triumph? But, said some, can he and can that Montesa hold up? Both did. On that cru- then bogged down in one place and Walt Axthelm and Gary Conrad passed him. Ron went hard after them and re-passed Axthelm. For a while it didn't seem that he could catch Conrad, then Gary made a mistake of trying to pass a slower rider where he souldn't and, whoops, there went Ronnie into the lead! Would you believe that Montesa-distributor Kim Kimball (who also rode and looked real good) was floating six inches off the ground? We were told that Ronnie is going to be riding his 360 'Tesa out in the desert too, so Nelson's back with a bang! Viva!

Mention must be made of the two young riders compeiing in the second section, Jimmy Stein (Husky) and Tim Hart (C-Z). They are fine little riders and with a bit more seasoning, watch out! They really have it! Stein ended up second over-all and Hart 5th.

If Gary Conrad was defeated in the 250 class he made up for it in the 500 on his 360 Greeves, against some formidable opposition. J.N. Roberts (Husky) could keep up for a while, but he broke a chain once and then unloaded in the sand in another moto; Steve Hurd (Matchless) looked good and ended up third over-all but we noticed that slowly but surely the heavy bikes are having to give way to the lighter more maneuverable machines in these events. Walt Axthelm, always a man to watch in moto-cross, took the second over-all on his C-Z with desert ace Mike Patrick (C-Z) the 5th spot, so no one could say that Gary didn't have competition!

The day ended with the trophies being given out on the spot. We don't know if there will be another A.C.A. moto-cross at Forst before November 18-19th, but we hope so. The November date is for the International which will follow the Hopetown International and will be worth seeing as this will give the Europeans a real moto-cross circuit to run on, and in this past year, we have developed a little more competition for them than last year, thanks to all these moto-crosses which have been running. We feel that Gary Conrad can give anyone a run for his money, regardless of where he's from or what he's riding!

(Results on page 16)

Walt Axthelm and the new 250cc Suzuki scrambler finished a respectable 4th in points after a couple of seconds in the heats.

902 John Maynard, an insurance man on his day off, blasted the 350cc class on a heavy Honda to take the win.

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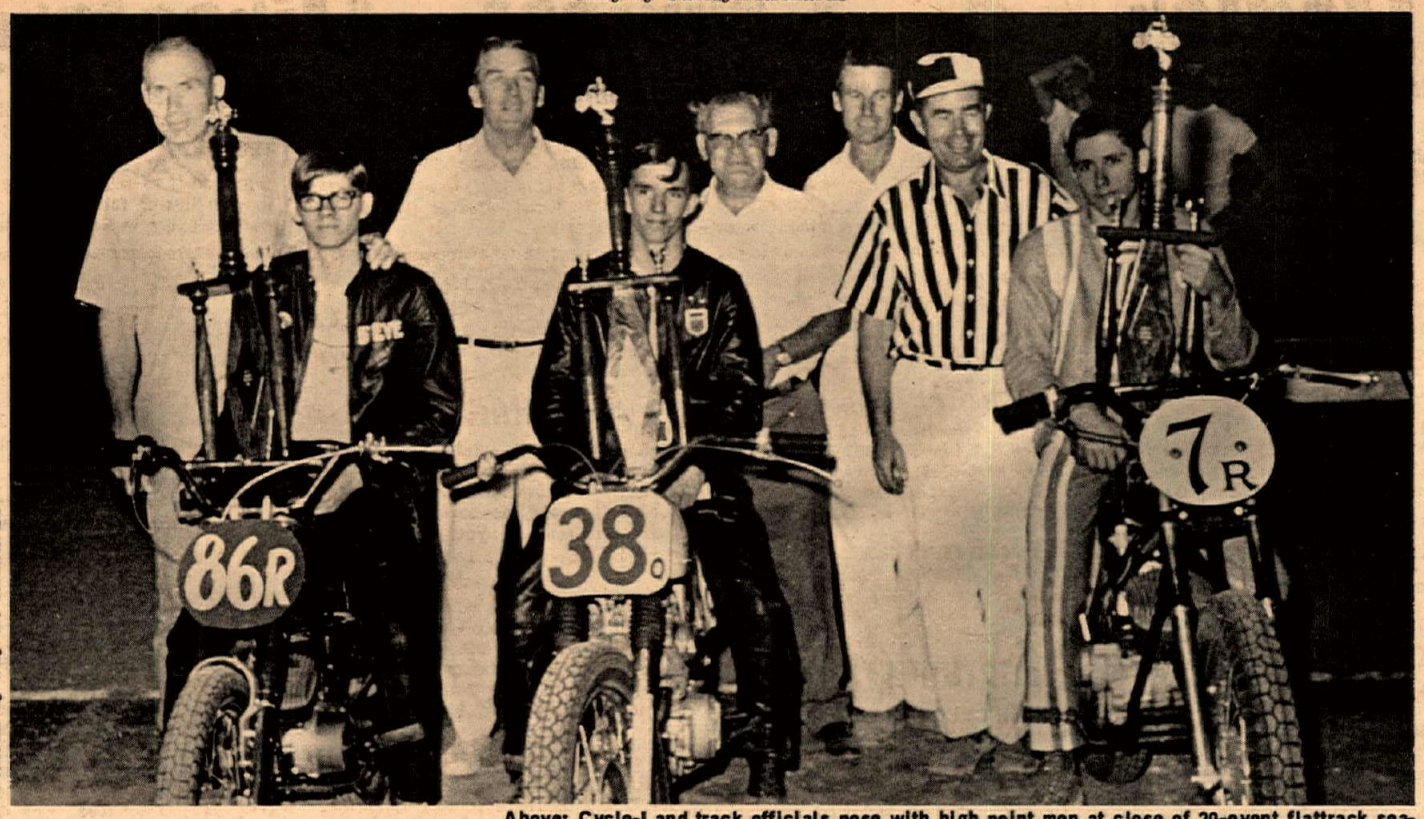
Story by Carolyn Richards



Photos by Jay E. Richards

Above: Cycle-Land track officials pose with high point men at close of 20-event flattrack season. From left, 100cc winner Steven Goff (86r), 200cc champ Dick Turner (38q) and tops in 250cc division, Bob Vaughn (7r). Below: Only man ever to ride at Cycle-Land with a 60-yard handicap, now-retired George McCarty receives a special trophy from official Jug Moore.

The 1967 flat track season at Cycle-Land Speedway near Chico is over! High point men in all three classes had their positions cinched before the final event Saturday, Sept. 16.

Orville riders managed to cop two of the big trophies. Honda-mounted Bob Vaughan reached the top in the 250cc class with 113 points, and Steven Goff, on a Kawasaki, topped the 100cc class with 132 points.

Highest of the high point men was Red Bluff's Dick Turner who managed to make 141 track points and earn his sportsman green and white plates on a Honda 160 in the 200 class.

Two More Trophies

Two additional trophies were awarded – one to George McCarty of Red Bluff and the other to Mike Corcoran, North Highlands.

McCarty's hardware was for being the only rider in the entire country to win so many times at Cycle-Land that he rides from the 60-yard line. The popular racer retired early this summer from the tracks and was well received by the audience when he appeared on the field.

The sportsmanship trophy of the year was awarded to Corcoran, who until a non-motorcycle-type accident in mid-season was high point man of the track and 250 class both.

During the eight-lap 100cc Main Francis Ladara of Gridley (Honda), took first and Goff, second. Willows' Dennis Mayhew, also on a Honda, came in third.

From 50 Yards Back

Turner, riding from the 50-yard line with those brand new Expert plates, took first in his class. Right behind him were Mike Rockwell, Oroville, on another Honda and Loren Boelman of Willows (Bultaco) in second and third respectively.

Husqvarna riding Miles Anderson of Sacramento took the 250 Main go and right behind him was Dick Airozo of Willows on a Kawasaki 238.

Scratch races where the elite meet to go five laps, saw Goff win the 100cc event; Turner, the 200, and Anderson, the 250.

There'll be some scrambles this fall and winter at Cycle-Land, but dates will be announced later.

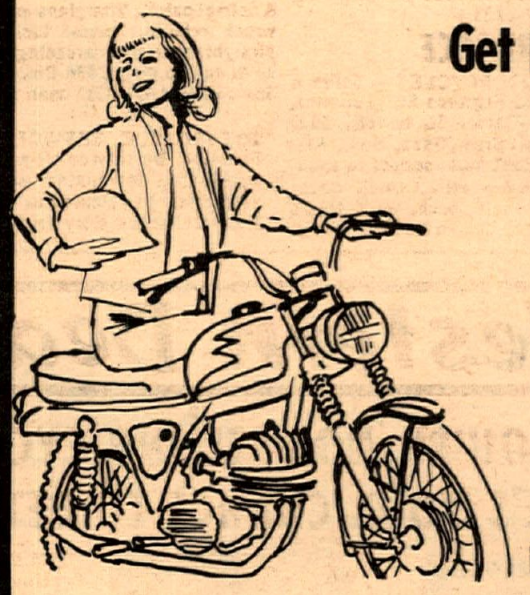
(Results on page 16)

24-HOUR MARATHON WINNER

The annual AMA 24-Hour National Marathon, held in St. Louis, Missouri, was stopped this year at the 8-hour mark because of rain. The winner was William J. Brandon of Terre Haute, Indiana, riding a Husqvarna. He traveled over 350 miles in the eight hours. Above: Brandon in action. Below: The winner and his trophy.

Photos by Ben Hall

Cycle Enthusiasts



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1967 MONTESA La Cross 250cc good cond., must sell now $450. 333-8015 or 964-1342.

BULTACO SHERPA 200cc less tank, seat, front wheel $200. Engine runs good. Lots of extra Bultaco parts for sale (415) LO 6-4531 San Francisco.

67 HONDA 305 scrambler modified $550. (714) TA 8-2131.

HONDA MECHANIC WANTED

Experienced, profit sharing plan, HOllywood 7-2141.

WANTED–YAMAHA MECHANIC. Experienced only. HOllywood 7-7858.

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Reg Pridmore now offers Kneeler frames, leading link forks, either custom or built utilizing your original frame and existing engine. Sidecar frames starting at $165.00, forks $75.00. Also gas and oil tanks. Reg Pridmore, 760 Firenze Place, Santa Barbara, Calif. 93105. Tel: (805) 962-6769.

1968 GREEVES 250cc SCRAMBLERS OR TT

Immediate delivery on all models. Ted's 11718 Santa Monica Blvd., West Los Angeles. (213) 473-1101.

FREE SAMPLE: MOTORCYCLE, SCOOTER & THREE-WHEELER MECHANICS ILLUSTRATED – 200 photos, tuning, customizing, competing, touring, REPAIRING, PREVENTATIVE MAINTENANCE. Krumm, 3388 N. Modoc, Kerman, Calif. 93630.

FOR SALE: 1966 Bultaco Sherpa 200cc $425. Excellent condition. Call (714) 885-5106 wk. days (714) 337-2679 evenings.

TRIUMPH 650 parts for sale. Bates seat, wheels, desert tires, head, barrels, lower end, forks, etc. All desert extras. New cross-over pipes, clutch plates. More. All good. (213) 328-1528.

1965 TRIUMPH TR6SC $675.00. Desert set up, clean, reliable, fast, 596-7266.

RETIRING. 1966-1/2 Bultaco 200 Sherpa. Completely fresh. S sprockets, lg. & Sn. gas tanks, upswept & TSS pipes, etc. Don Afflack, 19812 Hart St., Canoga Park, Calif. (213) 887-0583.

FOR SALE: 1967-1/2 Greeves Challenger, 4 months old, excellent condition. $795.00. Call 861-2092.

TRADE: Brand new Voit Aqua-Lung and regulator for bike trailer or ? Call 861-2092.

'67 GREEVES CHALLENGER dual-ignition, compression release, 5 months old. Springer forks (213) 429-8832 anytime.

RANCHERO 59-V8 stick, O.D., body excellent, runs good. $650.00. (714) 527-4469 eves.

1966 – 250cc HUSQVARNA

Good shape $675.00. Call 383-3691 anytime.

DUAL CARB. Head for model A65 BSA, complete and perfect $50.00, '66 Tiger Cub forks and wheels, perfect $50.00 – Ducati heads, barrels, crnk, flat track frame and other parts too numerous to mention, cheap. Write: Parts, 9230 Fenway Road, Santee, Calif., 92071 or call 448-4713. Will C.O.D.

$5 WORTH OF SERVICE...FREE

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1967 HODAKA

Ceriani Forks & Shocks, Webco Head, Ported, Dunlop Tires, straight cut gears, needle bearing rod, Turner expansion chamber, large air cleaner, desert ready $425. 714-621-1760.

Two 1967 MAICO 360cc X3 Moto-cross. One 1967 MAICO 350cc X3 Moto-cross. $550.00 ea. Mon-Fri., 8-5 (213) 849-6066 evenings, (213) 842-1823.

1967 MATCHLESS G85-S-600cc single H.D. piston. Balanced & painted black by Pro. Orange stripping. $1800 invested. Make offer. 300 original miles. Don Turkletop, 3836 Rhoda Ave., Oakland 2, Calif. 94602. Tele: 261-4207.

DESERT HODAKA, 305 tires, one piece pipe, lengthen forks, Ceriani rear socks, barrel ported, needle bearing rod, completely balance & tune engine. Make offer, cash. (213) 724-2773.

SELL Triumph 1966 Bonnie, extremely clean. Must see this bike. Low mileage. Ready for show or street. All chrome. 12:00p.m.-8:00p.m. Sue GR 5-3713. After 8:00p.m. Larry VE 8-8687.

1961 and 1964 Greeves–new motors, $450 and $500 respectively. New bike trailer, 3-rail $150. (213) 630-6125.

SALE: Yamaha half miler, rigid frame with TD1-B engine, spool wheels, extra frame. Also new X-6 engine, lots of spare parts, leathers etc. (714) 842-3140.

WANTED: 250cc Villiers engine. Basketcase o.k. Call Bob 447-5025, 1661 Highland Oaks, Arcadia, Calif.

YAMAHA factory Hi C.R. heads. Fit YDS-2. Excellent $20.00. Micheal Van Laar, 7417 Calvin St., Reseda, Cal. 91335.

TRADE: My 1967 Triumph TR6C for a 1966 Triumph Bonne or a 1965/1964 Bonne & cash. Or will trade front wheel, head, pipes & mufflers, steering head for eqviv. Bonne items. Call M. Savin (714) 828-7770 Ext. 266.

TRADE: Complete Triumph 650 with Special head, 2 carbs, TT Pipes, Pirellis, all new inside, for Suzuki X-6 engine. (213) 324-7455.

CLOSE RATIO Transmission 1967 650cc Triumph. Used 3 races. Make offer. Dale Richardson, Rt. 1, Orofino, Idaho.

DISTRIBUTOR SELLING AT COST

New 125cc Benelli Cobra $429. Sell $295. New 125 Benelli 4-cycle $529. Sell $355. Demo. 250 Benelli 4-cycle $699. Sell $435. New Parilla 250cc Wild Cat Motocross. Regular price $885. Sell below cost $575. Cooper Mtrs., 2815 Olive, Burbank, Calif. 849-6066.

67 HUSKY 250cc 100 miles from new $875.00. (714) 826-2619

THREE BIKE TRAILER

New, heavy built, never used. Elect. brakes included! $100.00 (firm). Charles Hatch, 7445 Clybourn St., Sun Valley, Calif.

'66 GREEVES, Springer, excellent condition, many extras. 785-1771 before 3:30 p.m.

FOR SALE: Honda 350 G.P. racer. Special 16,000 Smith's tach, 5-speed Forgetrue, H&C. Make offer or sell 5 speed, tach, fairing, seat & tank separate. Day (213) 678-5035. Nights (714) 828-7281 Perry.

'66 YAMAHA Ascot Srambler. Pirellis, long frame, only rode once $495.00 or trade for good Indian. Call: Sammy Pierce CU 3-1310 or AT 6-2550.

250cc BULTACO ENGINE, 1965 38 hp. T.T. model $225.00 call (805) 526-8243.

HARLEY 74 Chopper recently rebuilt, flake, springer $700. 1541 Cherry Ave. Long Beach, Calif.

ROAD RACER 50cc Tohatsu GP road racer with fairing $275. Steve Ricketts FTG-3, 3rd Div., USS Mt. Baker (AE-4) FPO San Francisco, Calif. 96601.

SACRIFICE: 1966-1/2 Bultaco Sherpa excellent condition. Must sell now! $400. Call OX 3-5607.

LET'S TRADE: Magazine collection. 12 years of Playboy, Cycle, Cycle World, Hot Rod, Road and Track and many more. Trade for Greeves parts or small two rail bike trailer or ? Phone (213) 983-0711 after 7:30 p.m.

FOR SALE: '65 CB160 180cc, new engine, exceptionally clean $375.00; '66 CB77, like new $485.00; '66 BSA Spit Fire Mark II 2800 miles, must sell – $995.00 or make offer; full race Honda C200, fast $200.00 or make offer. Call (213) 330-3617.

"64" GREEVES Square Barrel 2 hrs. on new engine. New Barnett clutch & choice of tires & tanks $400.00. 828-1079.

FOR SALE: 1963 BSA 350, very clean $325. Phone: 430-2752.

1960 MATCHLESS Scrambler! Engine excellent, magnets need work $250.00, (714) 538-4806.

'66 MONTESA 175cc. Wife's bike, little use $350. Ph: 833-4451.

TRADE: B.S.A. Goldstar, dirt, extra clean, fresh engine, runs strong, looks sharp for ? Call Bill after 6:00 p.m. (213) 925-3873.

TRADE: Hodaka desert scrambler, many extras, for street bike, or sell for $300. Phone: 871-5136.

WANTED – Triumph Tiger Cub engines from engine No. 94600. J.F. Clapp, 608 Pinzon, Tuscola, Ill. 61953.

67 SHERPA, 66 Matador Bul. ex. cond. Make offer. Jim 847-6877.

EL CAMINOS & PICKUP TRUCKS NEW AND USED – ASK FOR JIM WOOLWINE Phone: (213) 352-3241 or 353-3226.

GREEVES 250cc T.T. or scramblers in stock, Nicholson Motors, 11629 Vanowen, No. Hollywood, Calif. (213) 764-8674.

1967 BSA 650cc LIGHTNING

Blueprinted, nicely broken in, ready to go forever. Red & chrome. Price: $990.00 Wixom fairing $50. extra. Call (213) 537-0618 after 6 p.m.

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Ages 10-16 to sell Cycle News at races you attend in Calif., Washington, Oregon, Arizona & Nevada. Earn $2 to $10. per day. Write for information to Cycle Newsboy Service, Box 498, Long Beach, Calif.

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FOR SALE: 1965 Panther M.C. 650cc single, 3500 miles, just broke in $600.00. Aluminum camper, shell for short bed P.U. $25.00. (213) 247-3068 or (213) 255-2122.

TRADE: Complete H.D. 74, front end Hydra-Glide forks, wheel, tire, fender, bars, lights, turn signals. Also many misc. H.D. parts – For parts wash tank, hydraulic press or what have you. Ph: (213) 247-3068 or (213) 255-2122.

HUSQVARNA 250-360 in stock, full supply of parts. Malcolm Smith, 1689 La Cadena, Riverside, Calif. (714) 684-1866.

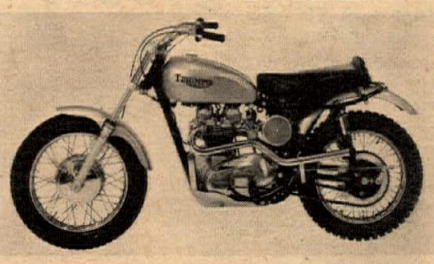
'65 SUZUKI 80 set up for dirt. Large Dellorto carb, matched & polished ports, large rear wheel & tire, less than 12 hours on fresh engine. Very clean, never thrashed $150.00. Dick Drazan, 4832 Coolidge Ave., Culver City (213) 398-4767

TRADE '57 Plymouth for lightweight motorcycle. Phone (213) 374-8197.

TRADE: 1957 Ranchero, numerous extras for VW Bus. (213) OX. 3-2159.

FOR SALE: Custom 1957 Ranchero mags stereo $875. Phone: (213) 693-2159.

TRIUMPH DESERT BIKES



BRAND NEW TRIUMPH TR6C with Ceriani front end. All extras. Race ready. Custom built for the serious rider. Best deal. Van Nuys Cycle, 7630 Van Nuys Blvd. Ph (213) 989-2230.

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